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1995 general plan



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City of Del Rey Oaks



CITY OF DEL REY OAKS

650 CANYON DEL REY ROAD • DEL REY OAKS, CALIFORNIA 93940

OFFICE OF City Planning Commission

TELEPHONE (408) 394-8511

January 5, 1977

This is to certify as a statement of fact, that the legally constituted Planning Commission of the City of Del Rey Oaks, California, in conformity with the laws of the State of California, prepared and approved this General Plan for the future development of the City of Del Rey Oaks with certain modifications as listed in Planning Commission Resolution No. 76-3, and submitted the plan to the City Council with recommendation that such plan be officially adopted by the legislative body.

Attested to by:

Norma R. Mangan

Norma R. Mangan
Secretary, Planning Commission
City of Del Rey Oaks

Signed:

William R. Metcalf

William R. Metcalf
Chairman, Planning Commission
City of Del Rey Oaks.

Office of Mayor
City of Del Rey Oaks

January 5, 1977

This is to certify that the City Council of the City of Del Rey Oaks, California, did without change, formally adopt by Resolution No. 77-1 this General Plan for the future development of the City of Del Rey Oaks, as submitted to it by the City Planning Commission, after complying with all requirements of the laws of the State of California and the local city. Passed by "Yes" vote of Councilpersons: Dewar, Franco, Moises, Russell and Mayor Benson, at a Special Meeting of the City Council at 8 P.M., January 4, 1977.

Attested to by:

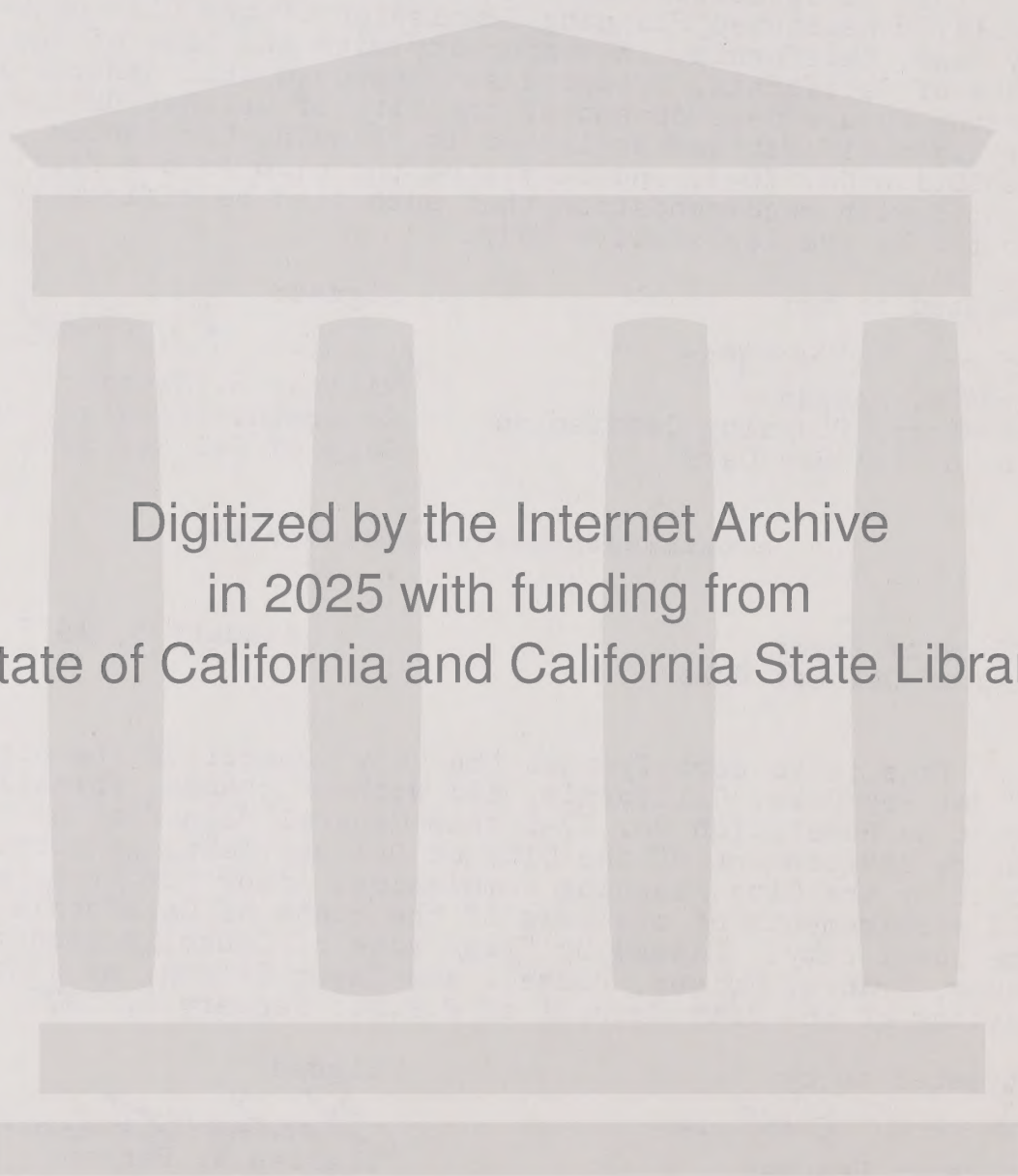
Joyce A. Dettman

Joyce A. Dettman
City Clerk
City of Del Rey Oaks

Signed:

Charles W. Benson

Charles W. Benson
Mayor
City of Del Rey Oaks



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RESOLUTION NO. 77-1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DEL REY OAKS ADOPTING THE 1995 GENERAL PLAN, PROVIDING FOR PERIODIC REVIEW OF THE GENERAL PLAN AND FOR THE COORDINATION OF PROPOSED PUBLIC WORKS WITH THE GENERAL PLAN, AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT ON THE GENERAL PLAN

-oOo-

WHEREAS, following careful study and the holding of public hearings, the Planning Commission has recommended to this City Council the adoption of a general plan for the City of Del Rey Oaks; and

WHEREAS, this City Council has carefully considered the general plan and has noticed and held the required public hearings and finds that the general plan consists of the elements required to be included by Government Code section 65302, and the plan provides a suitable and logical plan for the future development of the City of Del Rey Oaks; and

WHEREAS, in connection with the preparation of the general plan an extensive environmental impact report was prepared concerning same by an independent consultant, and the Planning Commission, after a public hearing thereon, has recommended certification of said environmental impact report, and this City Council has also held a public hearing on said environmental impact report;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Del Rey Oaks, as follows:

1. The document consisting of maps, charts and report entitled "1995 General Plan," and dated August 1975, is adopted

1 as the general plan of the City of Del Rey Oaks under the
2 authority of Government Code §§65300-65360, with those certain
3 modifications as listed on the attached "Exhibit A," which is
4 incorporated herein by this reference thereto.

5 2. In order to keep the general plan current with the
6 needs of the city and so that it represents the most current
7 and comprehensive ideas of the City Council, Planning Commission
8 and other boards and commissions of this city and the citizens
9 at large, in the light of changing conditions, the Planning
10 Commission shall periodically review the general plan and recom-
11 mend to the Council not less often than annually such extensions,
12 changes or additions to the general plan which the commission
13 considers necessary. If the Planning Commission finds that no
14 changes are necessary, it shall report this finding to the
15 Council. The Planning Commission's review procedure shall be
16 timed so that amendments to the general plan may be adopted by
17 the Council before the city begins the formulation of a capital
18 improvement program.

19 3. The City Council designates the Planning Commission as
20 the official agency provided for in Government Code section 65401
21 to receive the list of proposed public works and to classify
22 recommendations for public works and to prepare a coordinated
23 program of proposed public works for each fiscal year. It is the
24 intention of the City Council that that general plan be the guide
25 for the capital improvement program of the city. The Planning
26 Commission shall submit an annual report to the Council regarding

1 the capital improvement program. The annual report shall review
2 each proposed project for its conformity to the general plan,
3 review the program as a whole in order to suggest changes or
4 modifications.

5 4. The Planning Commission is designated as the planning
6 agency having jurisdiction under Government Code section 65402
7 to pass upon the conformity with the adopted general plan of
8 the location, purpose, and extent of the acquisition of real
9 property, the disposal of real property, or the authorization of
10
11 or construction or both of a public building or structure within
12 the city.

13 5. The City Clerk shall endorse upon the general plan the
14 fact of its adoption by this resolution and the date hereof, and
15 shall forward a copy of the general plan to the Monterey County
16 Planning Agency.

17 6. The environmental impact report prepared in connection
18 with the 1995 General Plan is hereby certified and approved.

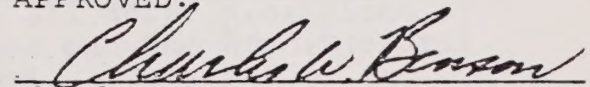
19 PASSED AND ADOPTED by the City Council of the City of Del
20 Rey Oaks at a special meeting duly held on January 4, 1977, by
21 the following vote:

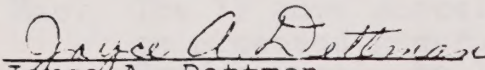
22 AYES: COUNCIL MEMBERS: Dewar, Franco, Moises, Russell and
23 Mayor Benson.

24 NOES: COUNCIL MEMBERS: None

25 ABSENT: COUNCIL MEMBERS: None APPROVED:

26 ATTEST:


Charles W. Benson, Mayor


Joyce A. Dettman
City Clerk

CITY OF DEL REY OAKS
MONTEREY COUNTY, CALIFORNIA

EXHIBIT A

RECOMMENDED MODIFICATIONS TO 1995 GENERAL PLAN BY PLANNING COMMISSION

Proposal #6, Page 33--Withhold occupancy permits until all landscaping is installed in accordance with approved landscaping plans and specifications (add "or that an appropriate performance bond for same is provided").

Proposal #7, Page 33--Hire "an appropriate" design consultant "when-
ever deemed necessary or desirable" to work closely with the Architectural Control Committee in developing design standards and guidelines for commercially zoned areas.

Page 34, Delete first paragraph under Environmental Impact Considerations.

Proposal #19, Page 40--Delete sentence reading "During peak flows, the 8' x 8' box culvert under Monte Mart reaches capacity and water backs up into Work Memorial Park."

Proposal #24, Page 44--Delete and insert Alternatives: 24. Page 44 to read--"Proposal 24. Close only Tweed Place, only Carlton Drive, or keep both streets open."

Proposal #35, Page 48--Add "The" set back lands from precisely located faults, unstable soil areas, lands subject to periodic flooding and other open space and conservation lands should be landscaped with native vegetation where such vegetation is lacking.

Proposal #37, Page 50--Delete.

Proposal #38, Page 50--Delete statement, "The proximity of the Utah International parcel to the airport and Canyon Del Rey Road necessitates the requirement of noise reduction techniques for consistency with State guidelines for compatible land uses in the vicinity of airports.

Alternatives: 37, Page 50--Retain the present "R-1 B3" residential zoning for the Utah International property.

Proposal #41, Page 52--"Consider all possible alternatives to" acquire the area known as the "Frog Pond" for conservation and open space purposes.

Proposals #46 and #47, Page 53-- "1976" edition instead of "1973" edition.

Proposal #53, Page 57--Delete.

Proposal #58, Page 58--Withhold occupancy "or require appropriate performance bond" until all noise provisions of zoning regulations, codes and the Architectural Control Committee are met.

Zoning Map: The 17 acre parcel owned by Utah International, shown on proposed general plan map as Residential-Office-Professional, be left in present zoning of R-1 B3; 4.484 acre parcel, owned by Utah International, at Highways 68 and 218, be kept in C-1 D; Del Rey Gardens #2, be C-1 Zone, instead of proposed Office-Professional.

August 12, 1975

Honorable Mayor and City Council
City of Del Rey Oaks
650 Canyon Del Rey Road
Del Rey Oaks, CA 93940

Gentlemen:

RE: City of Del Rey Oaks General Plan

It is my pleasure to submit to you herewith the City of Del Rey Oaks General Plan. The Plan has been prepared in accordance with Local Planning Law, Chapters 3 and 4, Title 7 of the State Government Code and advisory General Plan Guidelines prepared by the California Council on Intergovernmental Relations.

Guidelines for the preparation of Environmental Impact Reports (EIRs) adopted by the State Resources Agency in April, 1972 require an EIR on the adoption or amendment of a general plan or element thereof. Prior to any official public hearings on this Plan, a Draft EIR should be prepared to fulfill requirements of the California Environmental Quality Act.

In the meantime, copies of this Plan should be distributed as widely as possible, particularly to abutting jurisdictions and the Local Agency Formation Commission (LAFCO). The Plan should be available to anyone who requests it, preferably free of charge. The object of public distribution before adoption is to obtain feedback that will make the Plan even more responsive to the wishes of community residents and the City Council.

A total of two (2) public hearings — one (1) before the Planning Commission and one (1) before the City Council — are required by law for adoption of this Plan, with a minimum ten (10) days legal notice in the local newspaper prior to each hearing. The Plan's contents should be presented and explained to the general public at such hearings and/or you may wish to hold study sessions for the same purpose.

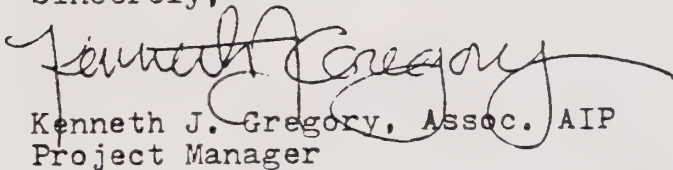
The citizens of Del Rey Oaks are fortunate to have a City Council and Planning Commission which are concerned about their community and willing to make a firm commitment toward planning for the resolution of local problems and

August 12, 1975

achievement of long range goals and policies. I am especially grateful to the Planning Advisory Committee for their enthusiastic participation and assistance throughout the course of Plan preparation.

It is my hope that this Plan will prove to be an invaluable aid to you in policy determination, policy effectuation and communicating City policy and programs to other public agencies and jurisdictions.

Sincerely,



Kenneth J. Gregory, Assoc. AIP
Project Manager

KJG:tag

1995 GENERAL PLAN

a document containing comprehensive
policy, proposals and programs for
the long range development of the
City of Del Rey Oaks

Del Rey Oaks, California

August, 1975

CITY COUNCIL

Charles Benson, Mayor

Lorne Dewar
Robert Franco

Joan Moises
Joseph Russell

PLANNING COMMISSION

William Metcalf, Chairman

Jane Altavilla
William Benson
Lorne Dewar

Gerald Graebe
Norma Mangan
Richard Rotter

PLANNING ADVISORY COMMITTEE

Melva Bryant, Chairman

Jane Altavilla
Vaughn Ausman
Lorne Dewar
Eleanor Fitzsimmons
Bernard Jaksha

Mary Pounds
John Rankin
Stan Rice
Claire Roper
Ross Seely

Joyce A. Dettman, City Clerk
Norma J. Games, Deputy City Clerk
Robert Wellington, City Attorney
Frank Zabrowski, Police Chief
Clayton B. Neill, Jr., City Engineer
Jim Adams, Building Inspector
John Vaskes, Maintenance
Cliff Covington, Assistant Maintenance

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EXHIBIT A	Geotechnical Evaluation Map	inside backcover piece
EXHIBIT B	General Plan Map.	inside backcover piece

Setting

The City of Del Rey Oaks is located on the Monterey Peninsula approximately 100 miles south of San Francisco and 300 miles north of Los Angeles. Separated from the dunes and sandy beaches of Monterey Bay by Roberts Lake and Laguna Grande, the City lies nestled in Canyon Del Rey and enjoys a wooded setting and moderate climate. The City is one of six cities on the Monterey Peninsula, generally bounded by the City of Seaside on the north, the Monterey Peninsula Airport on the west, the City of Monterey on the southeast and the Fort Ord Military Reservation on the east. Canyon Del Rey Road, or State Highway 218, forms the central spine of the City and intersects State Highway 1 to the northwest and State Highway 68 to the southeast.

At the time of incorporation in August, 1953, the City of Del Rey Oaks consisted of 157 acres with a total population of 1,509. The City grew in land area in the 1950's through annexation of adjacent undeveloped lands and through gifts of park land donated by T. A. Work.

Del Rey Oaks in 1975 is the fifth largest City on the Monterey Peninsula with a total land area of 295 acres, or 0.45 square miles, and an estimated total population of 1,760. Approximately 344 jobs are provided by the City's commercial and institutional land uses, but the City remains predominantly a "bedroom community" with 123 acres devoted to residential uses and no light or heavy industry.

1. INTRODUCTION

Purpose

To establish long range, comprehensive policy for the physical development of the City of Del Rey Oaks.

Scope and Nature of the Plan

Local Planning, Chapter 3, Section 65300 of the Governmental Code, State of California states that "...each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relationship to its planning."

(Added statutes 1965, c. 1880, p. 4336, Section 5). On June 22, 1959, the City Council of Del Rey Oaks did adopt a General Plan for the future development of the City of Del Rey Oaks by Ordinance Number 46. Since adoption, the State Legislature has expanded the scope of general plans to include Housing, Conservation, Open Space, Seismic Safety, Noise, Scenic Highway and Safety Elements, in addition to Land Use and Circulation (Transportation) Elements. The history of Del Rey Oaks General Plan Element adoptions has been as follows:

<u>Element</u>	<u>Date</u>
1. Land Use	June 22, 1959
2. Circulation	June 22, 1959
3. Housing	June 14, 1972
4. Open Space	May 23, 1972
5. Conservation	-
6. Seismic Safety	-
7. Safety	-
8. Noise	-
9. Scenic Highway	-

This General Plan updates previously adopted Elements and integrates them with Conservation, Seismic Safety, Safety, Noise and Scenic Highway Elements to form a single, long-range comprehensive plan for the City of Del Rey Oaks. The nine state mandated planning Elements contained in this Plan, although legally equal, combine and interact in varying degrees of significance. For example, the Land Use, Circulation and Housing Elements can be defined as the most fundamental Elements of the Plan since all other elements either affect or are derived from these three Elements. Some Elements input important data into the Plan, such as the Seismic Safety and Noise Elements while others broaden the scope of the document, such as the Open Space and Safety Element. A matrix showing interrelationships among Elements recognized by this integrated General Plan appears in Appendix I. This Plan combines the Scenic Highway Element with the Circulation Element, the Open Space Element with the Conservation Element and the Safety Element with the Seismic Safety Element to more appropriately reflect local conditions.

Unlike architectural plans for a building or plans for a specific project which are ends in themselves, this Plan is a "means" to an "end". It is amendable so it can be responsive to changing needs, goals, policies, or physical, social and economic conditions. It is essentially an on-going policy document consisting of: an up-to-date information base (Appendix V); an identification of community problems, needs and issues (Section 2); a statement of goals and policies (Section 3); an evaluation of alternative proposals and courses of action (Section 4); and realistic programs for implementing Plan proposals (Section 5). If used by City decisionmakers, this Plan can be an effective "means" of conveying desired development direction, priority and emphasis, and of allocating resources to the achievement of goals, solving of problems and seizing of opportunities.

The Plan is structured so as to make a clear distinction between POLICIES, PROPOSALS and PROGRAMS.

POLICIES are agreed upon statements of direction or "courses of action" for the City to follow in its effort to solve stated problems and achieve long-range goals.

PROPOSALS specify "what should be done", i.e., what areas of the City should be changed, conserved, or studied or what new regulatory controls should be adopted.

PROGRAMS are general methods for carrying out proposals and achieving policies, normally tied to a sequencing or priorities.

The contents of this Plan can be useful in both legislative policy-making functions and administrative-review functions. Since the POLICIES, PROPOSALS and PROGRAMS of this Plan must be clear and easily understood if they are to be used by decisionmakers, background data and descriptive material for Plan Elements has been printed in a separately bound appendix to reduce the bulk and increase the utility and ease of reference of this document. Clarity is increasingly important given the policy emphasis of this Plan, the State requirement that City zoning be consistent with the General Plan, and the City's right to deny approval of any subdivision that is not consistent with this Plan.

The Plan lists policies which, once adopted, reflect the views and policies of the City Council. As an instrument of policy, however, this Plan should receive most extensive use in the effectuation or "carrying out" of City Council policy and in communicating City policy, proposals and programs to other public agencies, private and special interests, and the general public. Listed in Table 1 are ways in which the General Plan should be used by both the City Council and Planning Commission.

TABLE 1. USE OF THE GENERAL PLAN

	<u>City Council</u>	<u>Planning Commission</u>
1. <u>Policy Determination</u>	X	
2. <u>Policy Effectuation</u>		
Zoning Ordinance Revisions and Amendments	X	X
City Budget Preparation	X	
Preparation of Special Plans and Regulations, i.e., Park Master Plan, Design Guidelines, etc.	X	X
Review and Approval/Denial of:		
Rezoning and Variance Applications	X	X
Use Permit Applications		X
Subdivision Maps	X	X
Street Closings	X	
Land Acquisition	X	
Appeals of the Planning Commission	X	
Appeals of Architectural Control Committee	X	X
3. <u>Increase Communication</u>		
to other Public agencies, businessmen, private developers, special interest groups and the general public	X	X
4. <u>Conveyance of Planning Advice</u>	X	X
5. <u>Applications for Federal Assistance</u>	X	

This Plan is meant to be a part of the continuing planning process as opposed to a static document. The principal value of the Plan stems from the use of it in the planning process. But the Plan can also be useful in a variety of other ways, including but not limited to the following:

1. helps to stimulate citizen participation in government;
2. enables descisionmakers to focus on the City's problems and opportunities;
3. helps the City Council to agree upon a coherent, comprehensive set of goals and policies for the physical development of the community;
4. provides a basis for implementation programs;
5. provides a guide to the City Council and Planning Commission in making everyday decisions;
6. represents a means of conveying planning advice to the City Council and strengthens the Planning Commission's advisory role to the City Council;
7. serves as a guide to private development decisions;
8. provides a context within which other public agencies and special districts can fit their own plans and programs;
9. promotes coordination and communication between public and private agencies and insures that all are working towards common goals; and
10. represents the best available forecast of the future and provides essential statistical data useful in planning specific projects and preparing project EIR's.

In sum, the scope of this General Plan for the City of Del Rey Oaks is as broad and diverse as the concerns of the citizens of Del Rey Oaks, the activities in which the City engages, and the decisions that elected and appointed officials must make. It is a Plan tailored to the needs,

resources and capabilities of the community and can be used as a yardstick in measuring the degree to which proposals to change the community conform to adopted public policy.

2. PROBLEMS, NEEDS AND ISSUES FACING THE CITY OF DEL REY OAKS

An 11-member Planning Advisory Committee (PAC) was formed in November, 1974, providing an early opportunity for citizen participation and involvement in General Plan formulation. The PAC's principal duties included:

- 1) identification of community problems, needs and issues;
- 2) formulation of goals and policies; 3) recommendations on implementation priorities; and 4) review of General Plan drafts.

In this section, community problems, needs and issues are listed as defined by the PAC. They provide a basis for Goals and Policies and Plan Proposals listed in Sections 3 and 4 respectively. Community problems, needs and issues are examined and categorized as primarily physical, social, economic and/or governmental according to the following criteria:

- | | |
|--------------|--|
| Physical | - problems, needs or issues related to urban design, aesthetics, arrangement of buildings and land uses, and the natural environment; |
| Social | - problems, needs or issues related to the quality of the human environment, community pride, established activity patterns (i.e., home to work, recreation), and the characteristics of the population; |
| Economic | - problems, needs or issues related to financial resources of the City and City residents, cost-revenue relationships, and the local economy; and |
| Governmental | - problems, needs or issues related to institutional frameworks, such as legislation, enforcement, City administration, provision of municipal services and facilities, etc. |

ANALYSIS OF PROBLEMS, NEEDS AND ISSUES
FACING THE CITY OF DEL REY OAKS

X = Primary Relationship
O = Secondary Relationship

Problems, Needs and Issues	physical	social	economic	governmental	Remarks
<u>Land Use</u>					
COMMERCIAL					
<u>Problems:</u>					
storage areas lack proper screening	O			X	primarily enforcement matters affecting community appearance
failure of some applicants to install and maintain landscaping	O			X	
<u>Needs:</u>					
lack of design guidelines for the development of commercially zoned areas	O			X	
<u>Issues:</u>					
promotion of present mixture of commercial uses at the south-eastern end of City	X		O		
PARKS & RECREATION					
<u>Problems:</u>					
present City park land is poorly maintained, e.g., Del Rey Park, Carlton Drive Park Strip	O	O	X	X	
existing tennis courts are too crowded	X	X			
pedestrian trails to schools and parks need maintenance	O	X	O	X	

X = Primary Relationship
O = Secondary Relationship

X = Primary Relationship O = Secondary Relationship						
Problems, Needs and Issues	physical	social	economic	governmental	Remarks	
PARKS & RECREATION, cont'd						
<u>Needs:</u>						
a long-range City park improvement plan is needed to address park facility needs, maintenance and beautification		X		X	physical, social and governmental problems and needs compounded by limited financial resources, lack of a detailed Park Master Plan and phased improvement program	
signing of existing parks is inadequate and/or lacking	X					
restrooms at Del Rey Park need maintenance; usually locked	O	X	O	X		
lack of fenced playground at Del Rey Park; existing playground facilities need restoration	O	X	O	X		
a better organized summer recreation program is needed		X		X		
<u>Issues:</u>						
no tot-lots (mini-parks or fenced playgrounds) in existing residential areas	X	X	O	X	primarily physical problems affecting the local environment and requiring City cooperation with other public agencies	
PUBLIC FACILITIES & URBAN SERVICES						
<u>Problems:</u>						
increased siltation of Canyon Del Rey drainage channel	X		O	X		
flooding history at Rosita Road, Frog Pond and 17-acre Utah International property	X	O	O	X		

X = Primary Relationship
O = Secondary Relationship

Problems, Needs and Issues	physical	social	economic	governmental	Remarks
PUBLIC FACILITIES & URBAN SERVICES, cont'd					
<u>Needs:</u>					
lack of a recreational or community center suitable for a wide variety of activities	O	X	O	O	a long-term social need requiring physical, economic and governmental considerations
<u>Issues:</u>					
some houses in the City are still using septic tanks		X	O	X	
concern for quality of surface water in Del Rey Oaks	X	X		X	primarily physical issues affecting the local environment and requiring City cooperation with other public agencies
INTERGOVERNMENTAL COOPERATION					
<u>Problems:</u>					
lack of communication between City government and Del Rey Oaks citizens		X		X	
lack of publicity in Monterey Peninsula Herald newspaper				X	
lack of communication between City and surrounding cities and agencies in the absence of crises				X	
<u>Needs:</u>					
need for a Monterey Peninsula planning organization				X	
<u>Issues:</u>					
City is on unequal terms in keeping abreast and involved in matters affecting it			O	X	primarily governmental associated with the problem of maintaining effective communication and coordination

X = Primary Relationship
O = Secondary Relationship

X = Primary Relationship O = Secondary Relationship	physical	social	economic	governmental	Remarks
Problems, Needs and Issues					
<u>Circulation/Scenic Highway</u>					
AUTOMOBILE					
<u>Problems:</u>					
inadequate left-turn stacking on Canyon Del Rey Road for left turn to Fremont Avenue	X			O	primarily physical design problems affecting public safety and traffic flow
right-turn only lane on Fremont conflicts with Monte Mart drive-way opening	X			O	
curb parking adjoining Monte Mart parking lot is too close to Fremont and Canyon Del Rey Road intersection	X			O	
too much through traffic on Carlton Drive	X	X		O	
<u>Issues:</u>					
potential increased traffic volumes on Canyon Del Rey Road	X	X	O		primarily physical and social issues due to potential road widening and increased traffic volumes
impact of proposed Canada de la Segunda upon Canyon Del Rey Road	X	X	O		
PEDESTRIAN/BICYCLE					
<u>Problems:</u>					
some pathways are not properly maintained	X			X	physical and social needs that affect both recreation and transportation opportunities
<u>Needs:</u>					
lack of a continuous system or network of sidewalks and pathways in the City	X	X			

X = Primary Relationship
O = Secondary Relationship

X = Primary Relationship O = Secondary Relationship					
Problems, Needs and Issues	physical	social	economic	governmental	Remarks
PEDESTRIAN/BICYCLE, cont'd					
<u>Needs:</u>					
lack of adequate pedestrian path and bikeroute along Canyon Del Rey Road	X	X			
need to coordinate with the Monterey County Transportation Commission on sources of funding for bikeways and sidewalks				X	
PUBLIC TRANSIT					
<u>Issues:</u>					
some areas of the City are not directly served by public transit		X	O	X	
AIRPORT					
<u>Issues:</u>					
type and intensity of land uses on airport property	X	X		O	complex issues affecting land use regulations, natural environment, and the quality of life in Del Rey Oaks
how much further should the airport grow?	X	X	X	X	
impacts upon Del Rey Oaks from planned airport expansion	X	X	X	X	
SCENIC HIGHWAY					
<u>Issues:</u>					
concern that the southern entrance to the City via Highway 68 may visually deteriorate	X	O			physical issue related to aesthetics and community pride

X = Primary Relationship
O = Secondary Relationship

Problems, Needs and Issues	physical	social	economic	governmental	Remarks
<u>Housing</u>					
<u>Problems:</u>					
low vacancy rate, high rental and mortgage rates and many other housing problems are tied to Peninsula and regional markets	O	X	X	X	physical, social and economic problems tied to the regional housing market
lack of large amounts of suitable undeveloped land on which to construct new housing	X		O		
<u>Issues:</u>					
potential for multi-family housing	X	O	O		
impact of airport upon existing and proposed residential areas	X	X	X	X	
<u>Conservation/Open Space</u>					
<u>Problems:</u>					
lack of regional support for Frog Pond acquisition	O	X	X	X	primarily physical issues related to the natural environment and governmental support
<u>Issues:</u>					
protection of natural areas for wildlife	X	O	O	X	
pressure for development of the Frog Pond	X	O	O		
protection of natural drainageways	X	O		X	

X = Primary Relationship
 O = Secondary Relationship

Problems, Needs and Issues	physical	social	economic	governmental	Remarks
<u>Safety/Seismic Safety</u>					
<u>Issues:</u>					
management of potential seismic hazard areas	X	O	O	X	a physical issue affecting public safety and governmental regulations
potential for damage to property and loss of life due to geologic hazards	X	X	X	O	
<u>Noise</u>					
<u>Issues:</u>					
noise related effects of increased traffic volumes on Canyon Del Rey Road	X	X	X		primarily the public health, social and economic repercussions of high noise levels
noise related effects of airport expansion	X	X	X		

3. GOALS AND POLICIES

The Goals and Policies appearing in this section are central to the policy orientation of this Plan. The GOALS contained herein can be regarded as statements about the future character of development and quality of life considered desirable by the local citizenry. They are comprehensive, long range statements that set a broad framework for Policies. POLICIES state courses of action for citizens and City officials to follow in their efforts to solve problems and achieve long range Goals. As statements of public policy, they should be used to: 1) direct expenditures of public funds toward the achievement of stated Goals; 2) decide conformity between a specific development proposal and the General Plan; 3) convey City positions to adjoining agencies and jurisdictions; and 4) resolve conflicting aims between jurisdictional planning efforts. Together these Goals and Policies set forth a valuable context for decisionmaking on internal functions of City government and on all external actions which affect the City of Del Rey Oaks.

These Goals and Policies are intended to be realistic, having evolved out of a critical analysis of community problems, needs and issues. Moreover, the structure of the Planning Advisory Committee (1-Councilman, 1-Planning Commissioner and 9 citizens) and effective communication and input from the City Council and Planning Commission have contributed to the making of Goals and Policies which are in tune with community needs, desires and resources. If they are to be realized, they should be distributed widely — to officials of other public agencies, special districts, environmental groups, private investors, lenders and citizens alike — to assure that all people are working toward the same desirable future City of Del Rey Oaks. They should be reviewed periodically by both the City Council and Planning Commission and updated if conditions change enough to invalidate any portion of this Plan.

Goals and Policies for Land Use, Circulation/Scenic Highway, Housing, Conservation/Open Space, Safety/Seismic Safety and Noise Elements are listed below:

Land Use

GOALS*****

POLICIES*****

TO ENHANCE THE BEAUTY,
HEALTH AND SAFETY AND
QUALITY OF LIFE FOR
RESIDENTS OF THE CITY
OF DEL REY OAKS.

1. The citizens of Del Rey Oaks must communicate and coordinate with abutting jurisdictions to assure that all development projects and actions are consistent with this goal and subsequent goals and policies contained herein, and that such projects and actions shall minimize adverse community and environmental impacts.

TO PROMOTE COMMERCIAL USES
IN COMMERCIAL ZONED AREAS
WHICH ARE COMPATIBLE TO
SURROUNDING LAND USES.

1. New commercial uses in C-1 zones shall not generate excessive noise, smoke, odor or traffic which might adversely affect existing uses.
2. New commercial uses shall not generate glare, bright lights, or electrical interference in accordance with locally adopted airport regulations.
3. Medical clinics, business and professional offices, and research offices should be given priority over other permitted C-1 uses.

TO ESTABLISH DESIGN GUIDELINES FOR THE DEVELOPMENT OF COMMERCIAL ZONED AREAS.

1. Design standards and guidelines for commercially zoned areas shall include, but not be limited to: visual appearance; landscaping; screening of storage and trash; and building bulk, height, exterior treatment and relationship to Canyon Del Rey Road.

OVERRIDING GOAL

COMMERCIAL

Land Use, cont'd

GOALS*****

TO PLAN, DEVELOP AND
MAINTAIN CITY PARKS THAT
ARE SAFE, CLEAN AND
BEAUTIFUL.

TO EXPAND PARK ACTIVITIES
AND OPPORTUNITIES TO SERVE
THE DIVERSE RECREATION
NEEDS OF DEL REY OAKS
RESIDENTS.

POLICIES*****

1. Del Rey Park should be expanded to include City owned lots abutting on the south side.
2. Park master plans should address park signing, lighting, landscaping, play facilities, vandalism, maintenance, provision of tennis courts and the provision of parking consistent with park capacities.
3. Del Rey Park restrooms should be reconstructed, play equipment renovated, play areas fenced and activity areas generally better defined.
4. Playgrounds should provide "soft" play surfaces other than grass, such as sand or tan bark.
5. Landscaping should include trees for windbreaks as well as beautification.

1. A recreation director should be retained for evening as well as daytime hours during the summer.
2. A community center should be built to become the center of social, as well as recreational, activity in Del Rey Oaks. The center should be suited to such activities as drama, club and public meetings, dances, movies, small receptions and indoor games (pool, checkers, chess, bingo).

PARKS AND RECREATION

Land Use, cont'd

GOALS*****

POLICIES*****

TO IMPROVE AND MAINTAIN
PEDESTRIAN PATHS AND
BIKEWAYS.

3. New residential developments should provide mini-parks and, wherever possible, mini-parks should be created to serve existing residential neighborhoods.

TO PRESERVE AND PROTECT
THE WATER QUALITY, FLOW AND
LOW TURBIDITY OF THE
CANYON DEL REY DRAINAGE-
WAY.

1. A continuous network of pedestrian paths and bike-routes should be created to link existing parks and open space areas to peninsula and county-wide networks.

1. Surface water quality shall be maintained, and areas of ground water recharge kept free of development and contamination.
2. The City should work closely with the Seaside Sanitation District and the County Health Department in encouraging all homes to be connected to the sanitary sewer system.
3. The future need, design and alignment of a larger capacity sanitary sewer trunk line through Del Rey Oaks should consider the needs and concerns of Del Rey Oaks residents.

TO MINIMIZE FLOODING
THROUGH PERIODIC MAIN-
TENANCE OF ALL DRAINAGE
CHANNELS AND CULVERTS.

1. Water runoff and velocity should be regulated at the project site.
2. The City should communicate and coordinate with surrounding jurisdictions in preventing channel erosion and siltation in Del Rey Oaks due to increased water runoff from urban development in upland areas.

PUBLIC FACILITIES AND URBAN SERVICES

Land Use, cont'd

GOALS*****

POLICIES*****

TO ENCOURAGE CITY
PARTICIPATION IN CITY
GOVERNMENT.

3. Storm drainage facilities must be capable of accommodating projected use before that use is imposed on them.
4. Future studies of the need, design and alignment of improvements to the Canyon Del Rey storm drain facility should consider the needs and concerns of Del Rey Oaks residents.

TO COOPERATE FULLY WITH
OTHER CITIES AND AGENCIES
ON MATTERS WHICH TRANSCEND
CORPORATE BOUNDARIES.

1. The ACORN should be used as a medium to increase community input and feedback on City programs.
2. Citizens wishing to volunteer their time to work with the City Council and Planning Commission should be encouraged to do so.
1. City goals and policies should receive wide circulation.
2. Adjoining cities, special districts, the County and regional agencies should be consulted and requested to consult the City of Del Rey Oaks on matters of zoning, land use planning, transportation planning and watershed management.
3. The City should support the Association of Monterey Bay Area Governments in its efforts to disseminate information and to develop a technical assistance program.

INTERGOVERNMENTAL COOPERATION

Circulation/Scenic Highway

GOALS*****

POLICIES*****

TO MINIMIZE THROUGH TRAFFIC AND RELATED EFFECTS OF INCREASED TRAFFIC VOLUMES, ACCIDENTS, NOISE, FUMES, DIRT/GRIME, ROAD WIDENING AND SOCIAL DISRUPTION.

1. Streets and highways which could serve as alternate routes and discourage an increase of trips on Canyon Del Rey Road should be supported.
2. Further studies of the need, design and alignment of proposed Canada de la Segunda should be jointly undertaken by the County, City and other affected jurisdictions.
3. All plans for widening Highway 68 should be designed to reduce the total traffic impact on Canyon Del Rey Road and the City of Del Rey Oaks.
4. The City should pursue closing Carlton Drive and Tweed Place at the city limits.

AUTOMOBILE

TO IMPROVE AND MAINTAIN EXISTING STREETS AND HIGHWAYS.

1. All City streets should be kept well paved, marked and free of road hazards and debris.

TO CREATE A CONTINUOUS NETWORK OF PEDESTRIAN PATHS AND BIKEWAYS.

1. Pedestrian paths and bikeways should be constructed to link to paths and bikeways proposed by adjacent jurisdictions.
2. Pedestrian paths in the City should link residential areas with parks, schools, places of employment and other activity areas.
3. Pedestrian paths and bikeways should be included in new subdivisions.

PEDESTRIAN/BICYCLE

Circulation/Scenic Highway, cont'd

GOALS*****

POLICIES*****

TO ENCOURAGE THE USE OF
PUBLIC TRANSIT IN THE
CITY OF DEL REY OAKS.

1. Public transit on the Peninsula should be improved and expanded to appeal to commuters, as well as captive riders such as senior citizens and low- and moderate-income persons.

PUBLIC TRANSIT

TO FOSTER A COMPATIBLE
RELATIONSHIP BETWEEN THE
CITY OF DEL REY OAKS AND
THE OPERATION OF THE
AIRPORT.

1. The airport should not expand its present operation; if it desires expansion to accommodate projected passenger demand, then it should be moved away from populated areas prior to further improvement and capital investments.
2. The airport should not develop non-aviation related commercial that would compete with the local market for light industry, research/office and commercial uses or be considered incompatible with Del Rey Oaks residential areas.

AIRPORT

TO CREATE AND MAINTAIN
PLEASANT CITY ENTRANCES
AND SCENIC VIEWS FROM
CANYON DEL REY ROAD.

1. New development along Canyon Del Rey Road should be reviewed from the standpoint of the "view from the road," in addition to normal site plan review criteria. Buildings should be modulated for interest and softened by trees and landscaping.
2. Native vegetation along Canyon Del Rey Road should be preserved and entrances beautified by tree planting.

SCENIC VIEWS

Housing

GOALS*****

POLICIES*****

TO COORDINATE CITY HOUSING PROPOSALS AND PROGRAMS WITH SURROUNDING COMMUNITIES MAKING UP THE REGIONAL HOUSING MARKET.

1. The City of Del Rey Oaks comprises only a very small part of the regional housing market and, therefore, should work jointly with surrounding cities, Fort Ord and the County in solving housing problems and achieving housing goals.

TO PROVIDE A FULL RANGE OF HOUSING CHOICES FOR ALL ECONOMIC AND SOCIAL GROUPS. (Goal of the 1971 Housing Element of the Monterey Peninsula Planning Area).

1. Provisions for clustering of housing units should be included in the City zoning ordinance.

TO MAINTAIN THE PRESENT HIGH QUALITY OF THE EXISTING HOUSING STOCK AND RESIDENTIAL ENVIRONMENT.

1. Problems of deteriorating and substandard housing are few, and rehabilitation and modernization of such housing should take place on a case-by-case basis.
2. Every effort should be made to reduce the impacts upon the community from airport operation, including minimizing both indoor and outdoor noise transmitted to residential neighborhoods.
3. Location of new housing should adequately consider geotechnical hazards and noise impact.

Conservation/Open Space

TO PROTECT THE NATURAL RESOURCES OF THE CANYON DEL REY DRAINAGEWAY.

1. The City should actively communicate and coordinate with surrounding jurisdictions and water agencies in preventing erosion, pollution and siltation of the Canyon Del Rey drainage system.

Conservation/Open Space, cont'd

GOALS*****

TO DISCOURAGE DEVELOPMENT OF AREAS THAT SHOULD BE PERMANENTLY PROTECTED FOR FUTURE GENERATIONS BECAUSE OF THEIR IMPORTANCE IN MAINTAINING VEGETATION AND WILDLIFE, PROTECTING PUBLIC HEALTH AND SAFETY OR OTHERWISE IMPROVING THE NATURAL ENVIRONMENT.

POLICIES*****

2. Wildlife habitat and wildlife corridors shall be preserved.

3. Existing vegetation shall be subject to only minimal cutting and removal, and then only when proven unavoidable.

4. The existing system of greenbelts and open spaces should be preserved and expanded to link with peninsula-wide systems.

1. The Frog Pond must be preserved and protected in open space.

2. A greenbelt should be created along the Canyon Del Rey drainageway.

3. All lands within 660 feet of an active or potentially active fault, lands of 25% slope and above, unstable soil areas and areas subject to periodic flooding should generally be kept free of development until further detailed geotechnical studies prove these lands safe to the City's satisfaction.

Safety/Seismic Safety

GOALS*****

TO REDUCE LOSS OF LIFE, INJURIES, DAMAGE TO PROPERTY, AND ECONOMIC AND SOCIAL DISLOCATIONS RESULTING FROM EARTHQUAKES, FIRE AND GEOLOGIC OCCURRENCES.

GENERAL POLICIES*****

1. Uses of land should be controlled to avoid exposure to risk in excess of the level defined as "Acceptable Risk," Appendix II.

Safety/Seismic Safety, cont'd

GOALS*****

GENERAL POLICIES*****

2. Critical facilities, such as major transportation links, communications and utility lines, and emergency shelter facilities should be located, designed and operated in a manner which maximizes their ability to remain functional after a great earthquake or other natural disaster (e.g., fire, flooding, natural slope failure or mudslide).
3. In those instances where critical facilities are located in or where they cross high hazard areas, all reasonable measures should be taken to insure continuity or quick restoration of service in the event of earthquake, fire, or other natural disaster.
4. Standards for structural design and other building components should be formulated and applied to achieve safety consistent with acceptable levels of risk.
5. Existing structures and facilities should be evaluated to identify structural conditions which would present excessive risk in the event of a major earthquake or other natural disaster. Priority should be given to critical facilities and high occupancy facilities as defined in Table 5, Appendix II.
6. The public should be made aware of hazards and measures which can be taken to protect their lives and property.

Safety/Seismic Safety, cont'd

GOALS*****

GENERAL POLICIES*****

7. Soils reports and geologic investigations shall be submitted in all instances in which available information indicates there is a substantial threat to life or property on any site.
8. The location and extent of areas covered by soil and geologic investigations received by the jurisdiction shall be recorded and the reports thereon shall be considered to be public records. Where appropriate, the results of such detailed investigations will be utilized to supplement and supersede more general information.

POLICIES RELATED TO SPECIFIC HAZARDS*****

Ground Rupture

1. The location of potentially active faults shown on Exhibit A are approximate, and land within 660 feet of these faults should be treated as zones of potential fault movement until investigations indicate otherwise. Once detailed geotechnical studies precisely locate a fault, a lesser setback (up to 50 feet) may be prescribed by the City.
2. Geotechnical investigations to improve the accuracy of mapping and further define the characteristics of the fault should be undertaken for all real estate developments, public facilities and structures for human occupancy proposed to be located in any fault zone.

Safety/Seismic Safety, cont'd

GOALS*****

POLICIES RELATED

TO SPECIFIC HAZARDS*****

3. High occupancy structures and critical facilities, except for utility lines and transportation links, should not be located in areas classified as IV, V, or VI on the Geotechnical Evaluation maps (scale 1:12,000) Exhibit A unless no other sites are feasible and only then when site specific seismic investigations are made and the structures involved are designed and constructed to withstand a great earthquake with damage limited to an acceptable level.
4. New roads, bridges and utility lines (either public or private) that cross active or potentially active fault traces should be designed and constructed in a manner which recognizes the hazard of fault movement. Water, gas and electric lines should be equipped with shut-off devices which utilize the best available technology for quick shut-off consistent with providing reliable service.
5. All existing utility lines that cross active or potentially active fault traces should be examined to determine their ability to survive fault movement in the amount likely to take place in the particular location. Utility companies should institute orderly programs of installing cut-off devices on these lines, starting with the lines that appear to be most vulnerable and those which serve the most people. Adequate emergency water supplies should be

Safety/Seismic Safety, cont'd

GOALS*****

POLICIES RELATED

TO SPECIFIC HAZARDS*****

established and maintained
in areas dependent upon water
lines which cross active
fault traces.

Ground Shaking

1. All structures should be designed and constructed to:
 - a. Resist minor earthquake with epicenter on closest potentially active fault without damage.
 - b. Resist moderate earthquake without structural damage, but with some non-structural damage allowable.
 - c. Resist major earthquake of the intensity or severity of the strongest experience in California without collapse, but with some structural as well as non-structural damage allowable.
2. Structures and occupancies in Risk Classes 1, 2 and 3 should be designed and constructed to prevent damage from ground shaking in excess of the acceptable level identified with the relevant Risk Class in Table 5, Appendix II.
3. Dynamic ground motion analysis and responsive structural design should be required for all new major structures in Risk Classes 1, 2 and 3 as defined in Table 5, Appendix II.

Safety/Seismic Safety, cont'd

GOALS*****

POLICIES RELATED
TO SPECIFIC HAZARDS*****

Ground Failure

1. Placement of critical facilities and high occupancy structures in areas highly subject to ground failure should be avoided.
2. Any decision to locate any substantial structure in a location highly subject to ground failure should be based on careful consideration of alternatives and the probable costs and benefits as related to the risks. Adequate geotechnical investigations should be undertaken to provide necessary information.
3. No structure should be built in an area subject to ground failure unless mitigating measures are taken to limit damage to the levels specified in Table 5, Appendix II.

Slope Failure

1. Lands of 25% slope and above should generally be kept free of development unless further detailed geotechnical studies prove to the City's satisfaction that these lands are safe for development.

Flooding

1. Any decision to locate any structure in a location highly subject to flooding should be based on careful consideration of alternatives and the probable costs and benefits as related to the risks.

Safety/Seismic Safety, cont'd

GOALS*****

POLICIES RELATED
TO SPECIFIC HAZARDS*****

Fires

1. An appraisal of potential fire hazard should be conducted for adjoining undeveloped land and natural open space in the City including an assessment of available fire fighting facilities and methods of controlling fires caused by ruptured gas lines and fallen power lines.

Noise

GOALS*****

POLICIES*****

TO ENCOURAGE A REDUCTION IN AIRCRAFT NOISE IMPACT ON THE CITY OF DEL REY OAKS TO LEVELS SPECIFIED BY STATE NOISE STANDARDS (70dB until 12/31/85; 65dB thereafter).

1. Strong support shall be given to:
 - a. proposals for restricting the use of high noise emitting aircraft;
 - b. State and Federal regulations to quiet jet engines;
 - c. reduction in flight frequency, particularly in the most noise sensitive time periods;
 - d. maintenance of restrictions on nighttime flights;
 - e. use of approach and departure flight paths that minimize noise over residential areas of the City; and

Noise, cont'd

GOALS*****

POLICIES*****

TO MINIMIZE THE IMPACT OF
HIGHWAY GENERATED NOISE
UPON LAND USES IN THE CITY
OF DEL REY OAKS.

- f. use of the natural terrain, buildings and landscape buffers to shield noise emitted to residential areas.
2. The Airport District should be encouraged to install a noise monitoring system that will provide information for setting local noise standards and provide a means of evaluating the effectiveness of noise abatement strategies.
1. Emphasis shall be placed upon the reduction of noise through administrative and physical techniques, such as cluster zoning, Building Code regulations (sound-proofing, accoustical construction techniques), Health Code regulations, Architectural Control Committee review (accoustical architectural design, accoustical site planning, berms, landscape buffers) and Environmental Impact reporting.

4. DESCRIPTION OF PLAN PROPOSALS AND ALTERNATIVES

This section contains recommended plan proposals, a listing of alternatives (where they exist) and review of environmental impact considerations. The listing of alternatives and discussion of environmental impact considerations should not be construed as an exhaustive review; rather, these considerations are provided to inform the reader that alternatives do exist and that there are consequences of implementing recommended plan proposals. Since the Environmental Impact Report (EIR) must consider alternatives and impacts of Plan proposals, this section should provide a broad context for EIR preparation.

The listing by Element format of preceding sections is maintained for continuity and ease of reference back to Goals and Policies (Section 3) and Problems, Needs and Issues (Section 2). Recommended plan proposals appearing in this section are considered to have the highest potential for satisfying identified community problems, needs and issues and they generally state what should be done to achieve Goals and Policies.

The General Plan Map, Exhibit B, located inside the back cover of this Plan, graphically depicts Plan proposals, including proposed residential densities, circulation improvements and open space/conservation areas. The map is labeled "1995" although many of the proposed changes shown may have shorter periods of fulfillment. Plan priorities and phasing of recommended plan proposals are discussed in Section 5 of this Plan.

LAND USE

Commercial

PROPOSALS:

1. Amend C-1 District of the zoning ordinance to omit "R" Zone residential uses as conditional uses of the C-1 District.

The purpose of the C-1 District is to provide for restricted neighborhood commercial and convenience needs, including business and professional offices, limited retail stores and service establishments. Clearly, "R" Zone residential uses do not fulfill this purpose nor are they consistent with the goal of promoting "commercial uses in commercially zoned areas which are compatible to surrounding land uses."

2. Prepare and adopt a "S" Special Setback Modifying Zone to combine with the Del Rey Garden C-1 District.

Front yard, side yard and rear yard setbacks required by regulations of the C-1 District would be disregarded for principal permitted uses listed under paragraph 3, Office and Professional Uses of the C-1 District as applied to Del Rey Gardens. Setback distances specified in the C-1 Zone would be superceded by setbacks specified by the City Council in the "S" Special Setback Modifying Zone. Except when abutting a "R" Zone residential district, the "S" Special Setback Modifying Zone could allow no front and side yard setbacks and a minimum of ten (10) foot rear yard. When a C-1 District abuts an "R" Zone, then setbacks should be not less than those required by the abutting "R" Zone residential district. Thus, the establishment of and "S" Special Setback Modifying Zone would provide an incentive for the development of office and professional uses in the Del Rey Gardens C-1 District, consistent with stated commercial policies.

3. Amend Section 11-205 B-5: Other Conditions of the C-1 District to include a condition that new commercial uses "should not generate glare, electrical interference, smoke or bright lights which may interfere with aircraft operations."

LAND USE, cont'd

This amendment is necessary in the interest of protecting the welfare and safety of people living and working in the vicinity of the airport, as well as airport users.

4. Adopt a nuisance abatement ordinance which defines public nuisances and establishes a procedure for removal of visual nuisances, shacks, abandoned household items (chairs, sofas, appliances, etc.) garbage, and other debris at the property owner's expense should such nuisances accumulate on any developed or undeveloped property in the City.

Adoption and enforcement of a nuisance abatement ordinance could provide an effective means of requiring property owners to maintain their property and would contribute to City beautification.

5. As a condition of approval of applications for Conditional Uses, require perpetual landscape maintenance.

Such a condition enables the Planning Commission to reopen an application and enforce long term landscaping maintenance.

6. Withhold occupancy permits until all landscaping is installed in accordance with approved landscaping plans and specifications.

This is another enforcement measure designed to eliminate the problem of applicant failure to install landscaping.

7. Hire a design consultant to work closely with the Architectural Control Committee in developing design standards and guidelines for commercially zoned areas.

Design standards and guidelines could immensely improve the character of development, particularly with respect to landscaping and building modulation for the creation of open spaces and visual interest.

ALTERNATIVES:

1. Prepare and adopt a "Planned Unit Development" (PUD) or "Planned Community" (PC) zoning district and apply to Del

LAND USE, cont'd

Rey Gardens commercial area. Such a zone would allow even greater flexibility in siting commercial structures and parking areas, and in minimizing grading and removal of existing vegetation.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

There is one known residential structure (duplex) currently built within a C-1 District. Removal of "R" Zone residential uses as Conditional Uses of the C-1 District would make the use non-conforming and may inevitably affect the value of the unit.

Amending the C-1 District to include a condition for eliminating airport interference from new commercial uses may increase the administrative workload for the Architectural Control Committee; it would certainly be a plus, however, for improved relations with the Airport Land Use Commission.

The establishment of a nuisance abatement ordinance could lead to enforcement problems due to the small size of the City staff. Procedures and responsibilities for enforcement should be clearly specified in the ordinance.

The perpetual maintenance condition and withholding of occupancy also raise potential administrative and enforcement problems. In the absence of public complaints, periodic field inspections would have to be made of property approved with the former condition. Withholding occupancy may increase personal and financial hardship upon applicant. Both techniques would foster the eventual beautification and improvement of the human environment.

Many urban design and architectural benefits accrue to the City from the development of commercial design standards and guidelines. The effect of such regulations is to improve the environment and views from the road; however, they may also generate similarities in architectural style, increase construction costs and increase land values.

LAND USE, cont'd

Parks and Recreation

PROPOSALS:

8. Hire a professional landscape architect to prepare a master plan for Del Rey Park.

Although Del Rey Park may be considered a functional and attractive park, many problems and needs were identified during the course of Plan preparation. The park is an active park in a confined space, and some measure should be made of the acceptable intensity of park use and compatibility of various existing and potential activities. At a minimum, the park master plan should address the following:

- (1) landscaping, including trees for windbreaks as well as beautification;
- (2) renovation of existing play facilities and need for new facilities;
- (3) provision of tennis courts;
- (4) playground surfaces;
- (5) definition of play areas and activity areas;
- (6) lighting;
- (7) park signing;
- (8) vandalism;
- (9) maintenance;
- (10) a park improvement program.

9. Apply an "O" Open Space Zoning District and adopt an ordinance which removes lot lines from the Final Subdivision Map for City-owned lots adjoining Del Rey Park on the west side. (see Conservation/Open Space Proposals, p. 52)

10. Retain the summer recreation director for evening hours, as well as daytime hours.

11. Build a community center.

The City currently is lacking a sizeable community hall suited to a wide range of events and activities, such as drama, club and public meetings, dances, movies, small receptions and indoor games. A community center that

LAND USE, cont'd

offers such opportunity for amusement and enjoyment could become the center of social, and recreational life in the City.

12. Prepare and adopt a park dedication ordinance to require developers of residential developments to dedicate land for parks, pay an in-lieu fee to a City park acquisition and maintenance fund, or do both.

A park dedication ordinance is in strict accord with goals for developing, maintaining and expanding park and recreation opportunities. Such an ordinance should specify a formula for computing acreage dedication or the payment of a fee based upon proposed residential densities. Since most of the residential tracts of land in the City are developed and most residential areas are within $\frac{1}{4}$ mile of a park or elementary school playground, such an ordinance might have specific merits for the generating of funds for park maintenance and improvement.

13. Request the State to construct a bikelane along Canyon Del Rey Road between Fremont Avenue and Highway 68.

Provision for bicycle travel should be made along Canyon Del Rey Road since this route forms an important inter-connecting link with other Peninsula and County bikeways. The road shoulder is narrow and rough in places, and the City should work with the County and CALTRANS officials to get road shoulders extended, striped and periodically swept of debris.

14. A grade separated, pedestrian path should be constructed across Canyon Del Rey Road in the vicinity of the Work Avenue intersection with Canyon Del Rey Road.

The path from Del Rey Terrace to Del Rey Woods School is used daily by school children. From a safety standpoint, pedestrian and vehicular separation should be actively pursued with the State Highway Department.

LAND USE, cont'd

15. Improve and maintain existing pedestrian paths in the City. The City holds easements for pedestrian paths. Gas tax monies should be used for surfacing, constructing steps and other necessary improvements.

ALTERNATIVES:

8. Do not hire a landscape architect to prepare a master plan for Del Rey Park and continue to make improvements as the need arises with little regard for activity and facility relationships.
11. Use other available halls in the immediate vicinity for Del Rey Oaks community events, i.e., Moose Lodge, Church of the Oaks.
14. Install a pedestrian activitated signal at the point where Work Avenue intersects Canyon Del Rey Road.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

A park master plan would identify acceptable levels of park use and the degree of compatibility between activities, while the park improvement program would sequence park improvements consistent with recreation need and City financial capability. Together, the plan and program should generally provide a sound framework for decisionmaking related to park improvement and the achievement of safe, clean and beautiful parks.

Removing lot lines from City-owned lots adjoining Del Rey Park and placing the lots in an "O" Open Space zone would assure that this land remains in open space in perpetuity as a part of Del Rey Park. Since the lots are already City-owned and the City is responsible for maintenance, no significant environmental or fiscal impact is expected from either action.

Presently, City residents find social entertainment and recreation outside the City. A community center is certain to increase

LAND USE, cont'd

community cohesiveness. The principal obstacles to the construction of a community center in Del Rey Oaks are finding a suitable site and financing. The Del Rey Park master plan should consider the feasibility of accommodating a community center in Del Rey Park. This location is central to Del Rey Oaks neighborhoods, and might afford the joint use of parking facilities currently provided by City Hall and the park. The cost of the desired facility could run well over \$100,000, making a long range proposal at best. However, many alternatives for lessening the direct financial impact to the City are available, such as local donations, state and federal assistance. In the long run, the City would have to accept liability, repair and maintenance, and operation responsibilities for the structure.

The development of a bikelane along Canyon Del Rey Road and pedestrian paths in the City have many beneficial aspects, including providing alternate transportation modes, recreational modes and minimizing the potential for auto/bike and auto/pedestrian conflict. The provision of a bikelane would make bicycling on Canyon Del Rey Road safer, but would not totally eliminate bicycle accidents. Since the construction of bike-lanes is an eligible gas tax fund expenditure, the financial impact upon the City is minimized (could be eliminated if state bears cost). The effect of widening road shoulders may require grading and will increase the impervious surface and water runoff potential. The costs vs. benefits of a pedestrian separation over Canyon Del Rey Road should be thoroughly evaluated against installation of a signal.

Public Facilities and Urban Services

PROPOSALS:

16. Homes presently on septic tanks will be allowed to remain on septic tanks provided:

- (1) The septic tank system is in good operating condition; and

LAND USE, cont'd

- (2) The City enlists the aid of the County Health Department to check the surface water quality on a periodic basis.

If the quality of surface water is found to be a health hazard, or if septic tank system fails and the home serviced by septic tank is within 200 feet of a sanitary sewer line, the homeowner shall be required to connect to the sanitary sewer line.

This proposal is designed to reduce the immediate hardship to owners of homes which are presently on septic tank systems. If and when the sanitary sewer system is enlarged to accommodate sewage from areas outside the existing Seaside Sanitation District boundaries, then all homes in the City should be required to connect to sanitary sewer. These conditions recognize the limited excess capacity of the Del Rey Terrace lift station and attempt to avoid costly short term improvements to a facility which may be abandoned under proposed system modifications. (see Collection System Modifications for the Canyon Del Rey Watershed, Seaside Sanitation District, by Wilsey & Ham; 1958)

17. Request the establishment of a drainage zone for the Canyon Del Rey Drainage Basin within the Monterey County Flood Control and Water Conservation District.

This proposal is essential for the future protection of the Canyon Del Rey drainage system. Much like the City of Seaside, the City of Del Rey Oaks contains major downstream hydrologic features of the Canyon Del Rey drainage system. However, neither City has authority for minimizing potential impacts upon these delicate systems due to envisioned upstream development. Establishment of a drainage zone and definition of precise channel limits would ensure that the total drainage system is recognized and protected, and would provide an administrative vehicle whereby the County and cities could agree upon regulations for the prevention of erosion, flooding, downstream siltation, construction of required improvements and the protection of water quality, flora and fauna.

LAND USE, cont'd

18. Enlarge the culvert at Rosita Road to accommodate peak flows.

Heavy winter rains have resulted in overtopping of Rosita Road due to insufficient capacity of the existing culvert. This condition could grow worse with upstream development and increased water runoff. A larger culvert should be installed prior to further upstream development.

19. Maintain the northwestern portion of Work Memorial Park (behind Monte Mart) in open space use so as to retain peak runoff flows and reduce the potential for downstream flooding at Fremont and Del Monte Avenues.

During peak flows, the 8' x 8' box culvert under Monte Mart reaches capacity and water backs up into Work Memorial Park. This retention basin effect is important to the hydrologic system in keeping water levels below flood elevations for both Laguna Grande and Roberts Lakes.

20. The City of Del Rey Oaks should supervise the installation of any storm drainage and sanitary sewer facilities within the City limits.

This proposal is consistent with the policy that new facilities "should consider the needs and concerns of Del Rey Oaks residents."

ALTERNATIVES:

16. Adopt a sewage disposal ordinance requiring all structures within 200 feet of a public sanitary sewer line to connect, provided a right-of-way can be obtained and adequate grade is present. Make it unlawful to construct or maintain septic tanks unless extreme hardship exists.
17. Bring political and public pressure to bear upon the jurisdictions and developers responsible for upstream development to protect the Canyon Del Rey Drainage System.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

Allowing existing structures on septic tanks to remain on septic tanks for an unspecified period of time may increase

LAND USE, cont'd

the potential for surface water contamination. Increased administrative and enforcement costs can be expected to determine that existing septic tanks are in "good operating condition" and that the surface quality of water is at a safe level. Incremental phase out of septic tanks based upon the violation of specified conditions defers financial burden upon the homeowner to a later date.

The expected magnitude of impacts of increased water runoff, erosion hazard, siltation and construction of storm drainage facilities resulting from upstream development in the Canyon Del Rey watershed may prove too extensive for the City to administratively or otherwise mitigate by acting alone. Water runoff and siltation will originate outside the City's corporate limits, thus the City has little or no authority over controlling these problems at the project site. If individual agencies continue to act in isolation in determining the effect of a specific project on a single portion of the system, the extremely complex Canyon Del Rey drainage system is destined for some degree of deterioration with probable damages to public and private property.

Intergovernmental Cooperation

PROPOSALS:

21. Retain the Planning Advisory Committee or create a similar citizens committee to assist the City Council in monitoring the activities of other agencies, monitoring the progress of major development plans affecting the City, and in reporting City ordinance violations.

The City Council and City staff are limited in both number and the amount of time that can be devoted to attending meetings and enforcing city ordinances, such as restrictions on screening of garbage and refuse containers, home alterations and the parking of campers, boats and trailers in residential areas. In regards to the former, the City of Del Rey Oaks has been effective

LAND USE, cont'd

when it can respond to problems and issues quickly while they still are fresh. This requires that the City receive vital information quickly, because several weeks can pass by before the next regularly scheduled City Council meeting.

The success of the PAC is proof that there are citizens in Del Rey Oaks that are willing to participate in City government and help to improve communication and efficiency. Several of the PAC members have experience in attending and reporting on public meetings, and their involvement in the general plan program has increased their familiarity with City policies, proposals, programs and ordinances.

If retained, the PAC could perform one or more of the following roles:

- (1) Act as a volunteer, reserve labor pool that reports directly to the Planning Commission and City Council to assure that Del Rey Oaks is represented at regular and special meetings of other public agencies and is obtaining first-hand information. (see Appendix VI, p. 86)
- (2) Serve as an ad-hoc citizens task force committee to aid in the evaluation of special plans or problems affecting the City.
- (3) Assist in the annual review and periodic update of the General Plan.
- (4) Provide citizen input in the formulation of park master plans and other special plans.
- (5) Alert City officials to ordinance violations.

22. Arrange periodic meetings between the Del Rey Oaks City Council, Planning Commission and other councils, boards and commissions (i.e., ALUC, Airport District Board, Monterey Peninsula Water Pollution Control Board, etc.) in the interest of communication, coordination and idea exchange.

LAND USE, cont'd

Many problems affecting Del Rey Oaks are also common to adjoining public agencies and jurisdictions. Therefore, it is logical to discuss possible solutions together in an open public form or in study session. Arrangements for such meetings could be a proper function of the AMBAG staff upon request of one or more jurisdictions.

ALTERNATIVES:

- 21a. Dissolve the Planning Advisory Committee and re-construct when its time for a General Plan update.
- 21b. Hire a parttime professional planner to monitor agencies.
- 22. Communicate indirectly with other commissions, councils, and boards through contact with staffs of other agencies and in other isolated, individual fashion.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

The impact of intergovernmental proposals are primarily political and social. Retaining the PAC would have some effect on social awareness of planning programs and city government, and may increase community pride. Conducting joint study sessions with other agencies may increase Del Rey Oaks' political posture and clout through accords reached with other agencies in study sessions.

CIRCULATION/SCENIC HIGHWAY

Automobile

PROPOSALS:

- 23. Maintain Canyon Del Rey Road as a two-lane, minor urban arterial and support the development of North-South Road as a collector street.

Canyon Del Rey Road should provide for trips between neighborhoods and moderate length trips at lower levels of mobility. The 1973 Average Daily Traffic (ADT) volume on Canyon Del Rey southeast of North-South Road

CIRCULATION/SCENIC HIGHWAY, cont'd

was 5,200, compared to 8,000 ADT north of that point to Fremont Avenue. Through traffic should be encouraged to use alternate routes, such as North-South Road. Widening of Canyon Del Rey Road to four lanes should occur only between Fremont Avenue and Wilson Drive to improve turning movements in that area.

24. Close Carlton Drive and Tweed Place provided that:

- (1) the closures do not directly or indirectly threaten public safety or impair emergency vehicle access; and
- (2) pedestrian and vehicular grade separation is achieved over Canyon Del Rey Road for safer access to Del Rey Woods and Fremont Junior High Schools.

25. Eliminate on-street parking on Canyon Del Rey Road between Fremont Avenue and Wilson Drive, and work closely with the City of Seaside and CALTRANS to correct deficiencies in the Canyon Del Rey Road and Fremont Avenue intersection.

The intersection of Canyon Del Rey Road and Fremont Avenue is very problematical with existing problems of sight distance, too many driveway and access points near the intersection, inadequate turning lanes, poor grade, and a high accident rate. In 1974, the City of Seaside recorded 5 injury, 17 non-injury, and 2 hit-and-run accidents for this intersection. The statistics for previous years are even higher.

26. Close and vacate the loop street at the north end of Los Encinos so that it will become a private driveway for existing homes fronting on the south.

This loop street is too narrow for two-way traffic and is presently not frequently used. Sight distance is poor for turning movements entering or leaving the street from Los Encinos Drive, and the street intersects Los Encinos at a point too close to Via Verde for safe traffic movements.

CIRCULATION/SCENIC HIGHWAY, cont'd

ALTERNATIVES:

- 23a. Accept lower levels of service on Canyon Del Rey Road, i.e., slower speeds, frequent stopping, longer commute time during peak hours.
- 23b. Decrease vehicle miles of travel by emphasizing public transit and other modes of transportation and/or devise some other method of coping with increased traffic volumes, such as only minor widening of Canyon Del Rey Road to 3 lanes and vary the use of two of the three lanes to accommodate directional behavior of peak hour traffic.
- 23c. Widen Canyon Del Rey Road to four lanes between Fremont Avenue and Highway 68.
- 24. Close only Tweed Place, only Carlton Drive, or keep both streets open.
- 25. Designate on-street parking on Canyon Del Rey Road between Fremont Avenue and Wilson Drive as short-term or loading and unloading only.
- 26. Make the loop street at the north end of Los Encinos Drive one-way.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

The Monterey County Transportation Study (MCTS) forecasts 1995 traffic volumes on Canyon Del Rey Road to rise to 23,000 ADT southeast of North-South Road and 18,000 ADT between that point and Fremont Avenue. (Note: These forecasts are based upon the existence of about 4,000 new dwelling units in the Highway 68 Area and no Canada de la Segunda Road).

Widening of Canyon Del Rey Road to four lanes may have significant adverse impacts, including social disruption, grading, visual degradation, increased noise and water runoff, and disruption of the natural features of the Canyon Del Rey drainageway. Since much of the forecasted increase in traffic volumes is due to increases in through traffic and few alternate routes are available, impacts of increased highway noise,

CIRCULATION/SCENIC HIGHWAY, cont'd

fumes, accidents and other impacts generally associated with increased traffic volumes can be expected with or without highway widening. Although the 1995 Regional Transportation Plan (RTP) depicts Canyon Del Rey Road as a two-lane minor arterial, the City of Del Rey Oaks can expect increased outside public and political pressure to widen the route to three and possibly four lanes.

Closure of Carlton Drive and Tweed Place will reduce through traffic in surrounding residential neighborhoods and improve the residential living environment. In turn, emergency vehicle access may be inhibited and a greater number of morning peak hour home to school trips will be channeled on to Canyon Del Rey Road to the Fremont Avenue intersection. Without improvements at the Fremont Avenue intersection and the installation of a traffic signal at Kimbal Avenue, an increase in traffic accidents and public injury could result.

Pedestrian/Bicycle

PROPOSALS:

27. Extend the Canyon Del Rey Road sidewalk down Rosita Road to the bus stop.
28. Improve the pedestrian path from Via Verde to Angelus Way.
29. Construct pedestrian path along Canyon Del Rey Road between Fremont Avenue and Del Rey Gardens Drive.
30. Encourage the provision of bicycle racks at Monte Mart and the Del Rey Gardens Drive commercial area.

ALTERNATIVES:

29. Emphasize other transportation modes, i.e., public transit and automobile.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

Most of the impacts would be beneficial, since improvements to pedestrian paths and bikeways improve the living environment

CIRCULATION/SCENIC HIGHWAY, cont'd

and serve both transportation and recreation purposes.

Public Transit

PROPOSALS:

31. Encourage Monterey Peninsula Transit to develop an express commuter bus that would pick up riders at designated points only and take them to major employment centers, i.e., Fort Ord, Del Monte Center, Seaside Auto Center, Downtown Monterey, Naval Postgraduate School, etc.

ALTERNATIVES:

None.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

This proposal could have a substantial long run effect on the reduction of total vehicle miles of travel. The greatest obstacle would be public acceptance, and this can only be overcome when commuting by private car begins to present formidable deterrents, such as higher costs, parking fees, increased commute time, etc.

Airport

PROPOSALS:

32. The City of Del Rey Oaks must work closely with adjoining cities, the Airport Board and the Airport Land Use Commission in setting realistic limits to airport expansion.

ALTERNATIVES:

32a. Allow limited airport expansion.

32b. Relocate commercial aviation to another site.

32c. Relocate the entire airport facility.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

If airport expansion and increase in aircraft operations are not limited, significant adverse environmental impacts might

CIRCULATION/SCENIC HIGHWAY, cont'd

accrue to surrounding urban areas. These impacts may include: increased noise and annoyance; increased risk to public health and property; decreased land values; increased traffic volumes; increased land use controls; and the overall deterioration of the natural environment.

Scenic Highway

PROPOSALS:

33. Incorporate urban design and site planning techniques into design standards and guidelines for commercially zoned areas.

This proposal is intended to promote scenic views from Canyon Del Rey Road. Without concern for the "view from the road", buildings may form an unattractive wall paralleling the road and offering no visual variety to the passing motorist. Landscaping, open space, berming for noise reduction and aesthetics, building design and building placement are the key ingredients to mix in varying combinations to maintain visual interest from the road.

34. Locate and construct an entrance sign at both ends of Canyon Del Rey Road.

Canyon Del Rey Road provides the two major entrances to the City. Entrances off Fremont Avenue and Highway 68 currently lack community identity. Signs marking City entrances could be informative as well as decorative if they were well designed, clean and simple, and properly integrated into the landscape.

35. Set back lands from precisely located faults, unstable soil areas, lands subject to periodic flooding and other open space and conservation lands should be landscaped with native vegetation where such vegetation is lacking.

Tree planting and landscaping contribute not only to City beautification, but also to highway noise reduction.

CIRCULATION/SCENIC HIGHWAY, cont'd

ALTERNATIVES:

- 33a. Require developers to dedicate lands adjoining Canyon Del Rey Road.
- 33b. City acquisition of a greenbelt along Canyon Del Rey Road.
- 33c. Secure scenic easements for lands within a specified distance from Canyon Del Rey Road.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

Administration and enforcement of commercial design standards and guidelines will increase the City workload and possibly staff requirements. The effect of design standards and similar regulations is to promote city beautification and scenic views from the road, however, they may also generate similarities in architectural style, increase construction costs and increase land values.

Entrance signs could add to the visual clutter of signs, but may also increase community pride, identity and provide information to the visitor.

The recommended proposal of landscaping conservation and open space lands, where appropriate, is consistent with City financial capabilities. Scenic views from the road would be enhanced, while land could remain on the tax rolls. This proposal will require the application of PUD regulations if development is to be economically feasible, and pressure for the granting of variances may also be experienced.

HOUSING

PROPOSALS:

- 36. Amend the City zoning ordinance to include a Planned Unit Development (PUD) zone.

The PUD zone would permit clustering of residential uses, office and professional uses, or some combination thereof

HOUSING, cont'd

in a planned setting compatible with surrounding land uses. The PUD zone provides flexibility in the siting of structures to fit the terrain and vegetation. As such, grading and landform alteration, vegetation removal and detracting of aesthetic qualities of a site are minimized. In the case of residential uses, dwelling units are placed in small groups, or "clusters", and a major portion of the site is left in open space. PUD zoning allows a smaller lot size, but the total number of units constructed on a given tract of land is generally not increased over and above that density permitted under conventional residential zoning (i.e., R-1, R-2, etc.). The PUD zone also affords greater flexibility to respond to changes in the market and personal preferences. Approvals are granted for a general development plan and phasing on the basis of specified conditions and performance criteria as opposed to strict setbacks and requirements of zoning regulations and a single construction phase.

37. Rezone the 17-acre Utah International property south of North-South Road to a PUD zone.

38. Require soundproofing of residential buildings in a PUD zone and the application of other techniques required to achieve noise compatibility, such as berming and accoustical site planning.

The proximity of the Utah International parcel to the airport and Canyon Del Rey Road necessitates the requirement of noise reduction techniques for consistency with State guidelines for compatible land uses in the vicinity of airports.

39. Request the County of Monterey to initiate an update of the Housing Element for the Monterey Peninsula Planning Area.

ALTERNATIVES:

37. Retain the present R-1 residential zoning for the Utah International property.

HOUSING, cont'd

ENVIRONMENTAL IMPACT CONSIDERATIONS:

Amending the City zoning ordinance to include a PUD zone and application of that zone to the Utah International site south of North-South Road would have physical, social and economic implications. Physical development under the PUD zone could decrease environmental impacts, including grading and landform alteration, vegetation removal, water runoff and impacts on the scenic qualities of the site. Increased traffic and noise impacts from development of the site can be expected upon Canyon Del Rey Road, including possible road widening for channelization and turning movements. However, the impact of highway noise upon structures could be more easily mitigated under the PUD zone through the orientation of structures, use of earth berms and plantings, and accoustical site planning (i.e., use of terrain and existing vegetation to shield structures from noise).

The potential for providing a mixture of multi-family housing types would help to balance the choice and available supply of housing in the short term. The addition of the PUD zone would be a positive step toward the goal of providing "a full range of housing choices for all economic and social groups", and would strengthen the existing zoning ordinance. However, the PUD zone alone provides no assurances that low- and moderate-income housing will actually be constructed in the City.

Property values and developer expectations should rise from the act of rezoning, thus increase revenues to the City from property taxes. With development, revenues to City coffers are usually higher for PUD type developments than revenues generated from single family subdivisions because planned

HOUSING, cont'd

developments pose fewer costs to the City. Planned developments have fewer streets, thus decreased road maintenance and police protection. Permanent open space can be secured on a given site at no expense to the City. Planned development may be more marketable on the basis of amenities provided in an attractive, open setting.

CONSERVATION/OPEN SPACE

PROPOSALS:

40. Amend the City zoning ordinance to include an "O" Open Space Zone.

An Open Space zone would provide a zone for those areas which are to be set aside or have been previously set aside as:

- (1) public parks or open space;
- (2) buffer areas between residential districts and commercial districts; and
- (3) conservation lands that should be kept free of development for public safety and environmental reasons.

41. Acquire the area known as the "Frog Pond" for conservation and open space purposes.

The Frog Pond is an important natural hydrologic feature of the Canyon Del Rey drainage system. It acts as a natural retention basin during heavy runoff periods, and supports an abundance of wildlife. The Frog Pond is a rather flat area, gently sloping upwards to the east. The area consists of highly expansive, poorly drained soils that have a slow rate of water transmission, and ponding is a common feature. A potentially active fault runs through the middle of the Frog Pond (approximately located), further underscoring the need for conservation.

CONSERVATION/OPEN SPACE, cont'd

The City of Del Rey Oaks must work closely with the Monterey Peninsula Regional Park District, Monterey County and the property owner in securing this parcel of open space. The Regional Park District has indicated a willingness to put forth 50% of the funds required for acquisition, but a Del Rey Oaks bond election for the City's share failed. The sources of funding for Frog Pond acquisition have not been exhausted, and the City must explore State programs, such as the Land and Water Conservation Act.

42. Keep lands within 660 feet of active or potentially active faults shown on Map A free of development until further geotechnical studies precisely locate faults. Once detailed geotechnical studies precisely locate a fault and prove that these lands are safe for human occupancy, the City may prescribe a lesser setback.

43. Require detailed geotechnical studies for all lands of 25% slope and above, unstable soil areas (Peat) and areas subject to periodic flooding. These lands should be conserved until proven safe for development to the City's satisfaction.

ALTERNATIVES:

41a. Request the Regional Park District to assume full responsibility for acquisition of the Frog Pond.

41b. Request financial assistance from Monterey County for Frog Pond acquisition.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

Open space/conservation proposals are concerned with reducing the environmental impact of urban development and the potential risk to public health and safety, and protecting the City's natural environment through preservation of its natural resources. As such, few adverse impacts to the environment can be identified. Use of an "O" Open Space zone for public parks currently in public ownership would have no effect upon the

CONSERVATION/OPEN SPACE, cont'd

City's tax base. Application of an "O" zone to land presently under private ownership may constitute inverse condemnation without a definite acquisition program or agreement for dedication. Future open space dedications would decrease City tax revenues and further diminish the City's tax base.

Conditions requiring further geotechnical studies may produce short term increases in City administrative and private development costs. In the long run, public safety and environmental quality should be greatly enhanced.

SAFETY/SEISMIC SAFETY

PROPOSALS:

44. Amend zoning regulations to include the following:

- (1) Definition of special studies zones related to active and potentially active faults and the nature of information required to define more accurately the location of faults impacting particular developments. (see Appendix III)
- (2) Setback requirements for critical facilities and structures for human occupancy with one set of distances related to "accurately located" fault traces and another set providing a greater margin of safety for fault traces not accurately located.
- (3) Setback lines along creek and river banks in areas of moderate to major lateral spreading hazard with provisions for exceptions when more detailed information demonstrates conclusively that standards of acceptable risk can be met on a particular site.

45. Amend subdivision regulations to include or require:

- (1) Procedure for evaluating suitability and conformity of the proposed subdivision with Seismic Safety policy, proposals and programs.
- (2) Dedication of open space easements to prohibit construction within high hazard areas and put on record the nature of seismic hazards impacting any lot.

SAFETY/SEISMIC SAFETY, cont'd

- (3) Routine investigation of geotechnical problems as defined in Table 6, Appendix III should be required for all Tentative Subdivision Maps. Where problems of a serious nature are identified in routine investigations, detailed investigations should be required at a stage in the subdivision approval process appropriate to the degree of impact on the feasibility of the subdivision or its layout.
- (4) Where seismic hazards have been identified on any parcel of land, subdivision should not be permitted until mitigating measures, adequate to hold risk to an acceptable level, are assured.

46. Adopt the 1973 Edition of the Uniform Building Code including Chapter 23 with modifications, if necessary, to more adequately meet local conditions. Site specific information should be required for decisions regarding safety of grading and other site development. (Depending on the nature and seriousness of seismic hazards impacting the particular site, investigations would be either "Routine" or "Detailed" as defined in Table 6, Appendix III.)

47. Adopt the Earthquake Regulations of Chapter 23 of the 1973 Edition of the Uniform Building Code as part of the local building regulations. Review building codes periodically and, where needed, update to incorporate "state-of-the-art" design criteria and standards related to seismic forces. In this regard, particular attention should be given to recommendations emanating from the Structural Engineers Association of California.

48. Consideration should be given to adoption of special parapet regulations requiring the removal or strengthening of parapets, cornices, and other overhanging features which do not meet standards and requirements for seismic safety. In addition, consideration should be given to including requirements for strengthening or abating existing buildings which do not conform with the policies for safety set forth in Section 3 of this Plan.

49. Identify hazardous structures and features likely to fail and cause personal injury or death to occupants or to severely disrupt services vital to the functioning of society and needed for post earthquake recovery. In order to channel available resources in a cost effective manner, the following priorities are established for investigation:

SAFETY/SEISMIC SAFETY, cont'd

- (1) Critical facilities and occupancies of Risk Classes 1 and 2 defined in Table 5, Appendix II.
- (2) Moose Lodge, Church of the Oaks, Monte Mart and other facilities and occupancies in Risk Class 3 (Table 5) located in high hazard areas, such as Zones V and VI on the Geotechnical Evaluation maps, fault zones, and areas of recent alluvium.
- (3) Other structures located in high hazard areas.

50. In responding to emergencies resulting from great earthquakes, flood, fire and other natural disasters, the City of Del Rey Oaks will rely upon inter-jurisdictional mutual aid agreements with the City of Monterey and the operations and manpower organization schedules specified in the City of Monterey and Monterey County Emergency Plans.

ALTERNATIVES:

44. Provide a more detailed evaluation of seismic hazards.
49. Adopt policy alternatives which provide a lower level of safety.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

Since Safety/Seismic Safety policies and proposals are not self executing and depend upon adoption of specific regulations, their adoption should not in itself produce any direct environmental impacts. Impacts should be secondary. For example, avoidance of active and potentially active faults could result in small bands of open space in new development, thus affecting land use patterns.

Although there would be some short-run increases in public costs resulting from the implementation of Safety/Seismic Safety policies, in the event of an earthquake, damage to public facilities would be lessened and the ability to provide emergency response would be improved. Furthermore, since all of the policies and implementation measures are directed towards reducing death and injury, the overall

SAFETY/SEISMIC SAFETY, cont'd

impact on Health and Safety would be positive. Some private costs would be increased because of higher construction standards, strengthening of existing structures, and other safety measures. Likewise there would be some additional costs to public agencies for most public facilities.

NOISE

PROPOSALS:

51. Amend the Building Code to include noise level and accoustical construction standards, such as: peak noise levels permitted in residential rooms; requirements for special walls, windows, doors, ceilings, floors and special noise insulating materials; and provisions for waiver by the City Building Inspector.

52. Require an accoustical analysis of sites proposed for residential development.

Peculiarities of a given site may render a specific noise reduction technique useless. An accoustical analysis will identify which physical and administrative technique used in combination would be most effective for a reasonable cost. The accoustical analysis will normally be performed as a data input into the preparation of an EIR.

53. Amend the Zoning Ordinance to include a Planned Unit Development (PUD) zone.

The flexibility for clustering structures afforded by the PUD zone can be an effective noise reduction technique. Increasing distances between structures and Canyon Del Rey Road reduces highway noise imparted to structures. Rooms and windows can be oriented to parallel the roadway, and earth berms, walls and fences, plantings and the natural terrain and vegetation may be used in combination to achieve an overall reduction in exterior and interior noise levels.

NOISE, cont'd

54. Consider adoption of a noise control ordinance which would establish maximum noise levels for fixed noise sources (i.e., machinery, jackhammer, lawnmowers, etc.) by zoning district.

The City of Del Rey Oaks does not now have serious noise pollution problems apart from the annoyance from aircraft noise. However, noise levels can be expected to increase in the future. (see Noise Technical Report) A noise control ordinance would be one means by which the City could regulate noise and maintain current desirable conditions.

55. Avoid locating low density, single family residential and institutional (churches, rest homes) uses in areas determined to be in excess of 65 CNEL.

56. The Architectural Control Committee (ACC) shall be responsible for reviewing proposed architectural design and site planning from the standpoint of noise reduction.

In some cases, noise impacts can be reduced by limiting building height, placing bedrooms and living rooms of residential units farthest from noise sources, window placement, balcony and courtyard design. The ACC should also review and recommend, where appropriate, the use of earthberms, walls, fences, landscape buffers or any combination thereof of physical techniques for reducing noise impact.

57. The following criteria should be considered in the selection of noise reduction techniques:

- (1) Level of noise reduction required;
- (2) Situation where a technique would be most effective;
- (3) Cost;
- (4) Enforceability; and
- (5) Aesthetics.

58. Withhold occupancy until all noise provisions of zoning regulations, codes and the Architectural Control Committee are met.

NOISE, cont'd

ALTERNATIVES:

- 51a. Obtain easements through purchase, or otherwise, to restrict use of lands required for noise buffer or lands subject to extreme noise levels.
- 51b. Municipal purchase of lands affected by noise.
- 51c. Granting of air rights and securing of noise easements over developed property.
- 53. Exclude noise incompatible land uses through zoning provisions.
- 55. Institute a system of special permits for structures to be located in noise impact areas.
- 56. Zone to require buffer strips, berms, barriers, and accoustical building techniques.

ENVIRONMENTAL IMPACT CONSIDERATIONS:

The act of adding noise insulation provisions in the Building Code may increase the cost of construction with questionable effectiveness in reducing interior noise. Problems may still arise when the Building Codes alone are used to mitigate aircraft and highway noise to acceptable levels, since Building Codes do not speak to land around buildings and do not apply to existing structures. In fact, none of the proposals directly address mitigation of noise for existing structures. It is conceivable that if Building Codes are amended to include noise insulation requirements, then they could be imposed on existing structures if and when any alterations are made. To do so would result in an added financial impact to the homeowner of several thousand dollars. Furthermore, while the effectiveness of insulation requirements can be determined with some certainty for commercial and industrial uses, the suitability of insulation as a means of making residential areas compatible with aircraft noise is still open to considerable question. The U. S. Department of Housing and Urban Development points out that "the bulk of existing data indicates that noise insulation should be applied very cautiously as a strategy for reducing noise conflicts in

NOISE, cont'd

residential areas."*

The HUD report goes on to state that a 15 dB noise reduction in interior noise levels is about the maximum achievable without major reconstruction of the house, and achievement of this reduction may involve modification costs of \$7.00 to \$9.00 per square foot of house area. Requiring improvements to reduce interior noise levels by more than 10 to 15 dBA would be entirely unrealistic and impose severe financial burden upon the homeowner.

Accoustical site planning afforded by PUD zoning may have considerable sound reduction effectiveness, depending on terrain and the size of the site. Barriers, earth berms, walls, fences and plantings all have varying degrees of effectiveness and aesthetic appeal. These techniques are best used in combination for higher noise reduction and aesthetic appeal.

The additional costs to the City of having the ACC review projects for noise reduction should be insignificant, but effectiveness of this procedure depends upon a strong ACC whose decisions are supported by the Planning Commission and City Council.

Footnote:

*Aircraft Noise Impact, prepared for U. S. Department of Housing and Urban Development, Washington, D. C. TE/NA-472; November 1972.

5. IMPLEMENTATION PROGRAM AND TECHNIQUES

In order to develop a clear understanding of the relationship and importance of this section to the rest of the Plan, it is appropriate to pause and briefly review the substance of material covered to this point.

In SECTION 2 existing problems, needs and issues facing the City of Del Rey Oaks are listed by General Plan Element and interpreted as being physically, socially, economically, and/or governmentally rooted. This section, then, is generally a statement of the way things are today.

SECTION 3, Goals and Policies, evolves directly out of Section 2. Having made a comprehensive statement about existing conditions, Goals represent the citizens' ideas on what life in the City should be like in 1995. Policies fit in nicely at this point, since they essentially are statements of direction or courses of action to follow in pursuit of the solving of problems, meeting of needs, resolving of issues and achievement of goals. In effect, Policies are the connecting link between general Goals for the future and specific actions called "Proposals" appearing in SECTION 4.

Proposals listed in SECTION 4 are recommended actions necessary to bring about fulfillment of Plan Goals and Policies. The proposals listed involve political and administrative matters, physical development, social concerns and the direct and indirect expenditure of public funds. This section, SECTION 5, deals with those proposals.

More than 50 proposals are listed in SECTION 4, many of which are interdependent upon one another due to the comprehensive nature of Goals and Policies. A method is needed to sort out these proposals into distinct time frames, since it is obvious that all of the proposals cannot be fulfilled at once. That method is called a program, or schedule.

Just as it is important to schedule actual physical improvements in the City, such as building of roads and public buildings or structures, so is it equally important to schedule actions required to achieve stated Goals and Policies. The 58 Proposals of Section 4 are placed in one of three time frames:

1. Short-range — proposals and activities scheduled for execution within one to five years.
2. Intermediate-range — proposals and activities scheduled for execution within a five to fifteen-year range; and
3. Long-range — proposals and activities for the desirable future falling in a time span beyond fifteen years.

This Plan does not go so far as to recommend an annual capital expenditure program. Instead, it is intended that the City Council may pick and choose among proposals listed under one of the three time periods and decide upon a given proposal based upon citizen support, cost and sequencing in relation to other proposals. The advantage of this approach is that the City Council can view all future community needs and proposals at a single glance, offering decisionmakers the opportunity to tie them together in terms of timing and financing. The City Council will have to carefully analyze the way it spends its funds for various Plan proposals in order to stretch out public dollars as far as possible.

Table 2 depicts the way proposals fit into the above mentioned time frames. Also indicated is the type of action or activity that execution of a given proposal would entail, such as planning, engineering, direct capital outlay or administrative action. As an input into the establishment of priority and phasing of Plan proposals, members of the Planning Advisory Committee were asked to rank the Goals listed in their Preliminary Report to the Planning Commission and City Council. The Goal ranking and order of priority of the five most important goals is offered in Appendix IV. Although Council

TABLE 2. IMPLEMENTATION PROGRAM

TYPE OF ACTION REQUIRED	SHORT RANGE (0-5 Years)	INTERMEDIATE RANGE (5-15 Years)	LONG RANGE (Beyond 15 Years)
Administrative/Enforcement	5,6,10,16,21, 30,42,43,52, 55,56,57,58		
Capital Expenditure	13,18,25,26, 27,29,34,41	14,24,35	11
Inter-Agency Policy	17,19,20,22,32 39,41,50	31	23
Legislative	1,2,3,4,9,12, 25,26,36,37, 38,40,41,44, 45,46,47,48, 51,53,54	24	
Maintenance Cost	15,28		
Planning, Engineering and other consultant fees	7,8,13,18,25 26,27,29,33, 34,36,38,48, 49,51,53,54	14,24,35	11

PROPOSAL NOS.: 1- 7 Commercial
 8-15 Parks & Recreation
 16-20 Public Facilities/Urban Services
 21,22 Intergovernmental Cooperation
 23-26 Automobile
 27-31 Pedestrian/Bicycle/Transit

32 Airport
 33-35 Scenic Highway
 36-39 Housing
 40-43 Conservation/Open Space
 44-50 Seismic Safety/Safety
 51-58 Noise

decisions for executing a Plan proposal are based also on cost, estimates of the costs of executing Plan proposals are omitted here and, more appropriately, should be assembled during annual budget study sessions.

Overview of Implementation Techniques

Local government has a great deal of influence over the way in which Del Rey Oaks will change. Development decisions, zoning interpretations and inter-jurisdictional policy decisions are made by the City Council and Planning Commission on a regular basis. If these decisions are made on a "brush-fire" or ad hoc basis, then there are no assurances that decisions made today won't be negated by decisions made in the future. Of necessity, there is need for technical advice and guidance as provided in this General Plan.

This Plan and its long range, comprehensive policy is an instrument that can be referred to in deciding upon the planning issues which surface on a monthly basis. The Goals, Policies and Proposals of this Plan are the foundation upon which implementation measures are based. Without the Plan, the legislative body and the Planning Commission still have implementative techniques (e.g., zoning, building codes, annual budget), but these techniques won't be applied in a coordinated, unified manner toward the achievement of common goals and policies.

There are several implementation techniques that underlie many of the Plan proposals and deserve a brief explanation. They are: 1) Zoning; 2) Ordinance Controls; 3) Bonus Provisions; 4) City Budget and Capital Expenditures; 5) Municipal Investment; 6) Grants; and 7) Administrative Review.

1) Zoning

Zoning is one of the primary implementive devices for the General Plan. The authority to zone land for land use types,

intensities and compatibility is derived from the police power and based upon State legislation requiring a municipality to adopt zoning controls. In the City of Del Rey Oaks, the responsibility for administration and enforcement of zoning regulations involves:

- a) City Building Inspector and City Clerk for applications, records and enforcement;
- b) Planning Commission for use permits; and
- c) City Council for rezoning, variances and ordinance amendments.

Traditionally, the weaknesses in zoning as an implementive technique for the General Plan has been in the permissiveness of some ordinances as compared to others, and in administration of zoning regulations by the exception rather than by the rule. With the advent of the State requirement for zoning consistency with the General Plan, however, zoning has assumed increased status. The California Council on Intergovernmental Regulations' General Plan Guidelines explain "the requirement that there be consistency between the zoning ordinance and the general plan emphasizes the importance of clearly defining the purpose and nature of the zoning ordinance as having immediate force and effect on each parcel of land and the general plan as a body of long range public policy. Although many general plans are becoming more comprehensive and at the same time more detailed, the plan is intended to provide a broad base of policy for guiding decisions. On the other hand, the zoning ordinance is a set of specific legal regulations which prescribe the various uses allowed within each zoning district in the jurisdiction. The range of uses allowed and the standards related to each district set forth in specific detail are controlling until changed through amendment procedures."

2) Ordinance Controls

Ordinance Controls, such as the Building Code, sign ordinance and subdivision regulations, are concerned more with standards

of development than with location of uses. These ordinances are typically the primary means of maintaining public health, safety and welfare in the community, and can also be used as effective enforcement measures in conjunction with the zoning regulations.

3) Bonus Provisions

Bonus provisions are a positive implementive device of the General Plan. They function as incentives for a developer to do something better for the community. An example is the proposed PUD zone where developers would be granted flexibility in design and siting of structures in return for the designation of a substantial portion of the site in public use or open space. Similarly, the "S" Special Setback Modifying Zone proposed in this Plan could be classified as a bonus provision since certain setback provisions would be waived in return for securing office and professional uses.

4) City Budget and Capital Expenditures

The annual programming of Plan proposals in accordance with public priorities and City financial capabilities can be one of the most effective means of implementing the General Plan. Cities with a bigger list of physical improvements usually program the capital outlay a minimum of five years in advance. This assures that projects involving sequential steps, such as sewer main work prior to street resurfacing, will receive adequate funding and occur in proper sequence. One of the difficulties of the five and ten-year capital improvement programs, however, is the equitable distribution of scarce funds among projects having equal priority and resulting inter-departmental struggles.

5) Municipal Investment

Direct investment of funds in the community for public parks, pedestrian and bicycle paths, public buildings, utilities and

street improvements have a direct bearing on the speed in which the General Plan is implemented and the pattern of community development. Municipal investments can spark land values and stimulate the private market to action in areas designated for development in the General Plan.

6) Grants

Grants are a widely accepted and proven method of bringing about Plan implementation. There are innumerable Federal and State programs that provide matching grants at varying percentages for the construction of public facilities and urban services. The Monterey Peninsula Regional Park District is a good example of a local regional agency which is willing to match local governmental money in the interest of acquiring open space on the Monterey Peninsula.

7) Administrative Review

The review of rezonings, use permit and variance applications, subdivision maps and issues of architectural design is an important General Plan implementive technique. It is in the review process that the City should put the General Plan to work. If the City of Del Rey Oaks does not use the Plan, then it cannot expect others to use the Plan either. The above listed administrative items should all be referred to the Planning Commission as a matter of normal procedure prior to any final action by the City Council. The following points should be specifically and clearly addressed for action taken on all referrals items:

- a) Location involved;
- b) General Plan Goals, Policies and Proposals which relate to the area in question;
- c) Determination of conformance or non-conformance and reasoning behind such determination; and
- d) History, existing conditions and/or any other facts and information considered pertinent to the case.

6. NEXT STEPS IN THE PLANNING PROCESS

The planning process is continuous involving citizen input and feedback during six basic steps:

- 1) Identification of problems, needs and issues;
- 2) Formulation of Goals and Policies;
- 3) Research, analysis and forecasting;
- 4) General Plan formulation;
- 5) Plan implementation; and
- 6) Plan amendment and update.

Following completion of steps 1) through 4), the next step is to implement the Plan by executing high priority programs described under Section 5 of this Plan. An immediate step, however, is to bring the zoning ordinance into consistency with the broad policies and use areas identified in the Plan. According to the General Plan Guidelines, "the zoning ordinance should be considered consistent with the general plan when the allowable uses and standards contained in the text of the zoning ordinance tend to further the policies in the general plan and do not inhibit or obstruct the attainment of those articulated policies."

The Planning Commission may be directed by the City Council to prepare drafts of zoning ordinance amendments, programs or other legislation required for the execution of this Plan and, once prepared, the Planning Commission may then recommend such measures to the City Council for adoption. The Planning Commission, as the planning agency, should generally advise and consult with the City Council and others on ways of carrying out the Plan.

Experience in other communities reveals that the need for additional information or minor modifications to the Plan may arise during the course of implementing the Plan. Unforeseen conditions and changes in goals, policies, physical, social or economic conditions are to be expected and can be accommodated through step #6 in the planning process — Plan amendment and update.

In regards to procedures for amending the Plan and keeping it up to date, the following points are noteworthy:

1. Keeping the Plan up to date should become formal routine. After Plan adoption by the City Council, the Plan should be reviewed by the City Council and Planning Commission at least once a year on a regular date. Annual Plan review helps to keep Plan Policies, Proposals and Programs fresh in mind and is a means of introducing the Plan to new officials in the event of a change in makeup of either body. If such review finds that modification is necessary, then a Plan amendment should be considered.
2. The Plan may be amended at any time, but Local Planning, Chapter 3, Section 65361 of the State Government Code restricts the number of times to a maximum of three (3) amendments per calendar year. However, the City may amend the General Plan by adding new Elements as often as desired. Section 65862 requires that a two (2) week period of time be provided between the adoption or amendment of a general plan or element and a proposal for rezoning to bring zoning into consistency with the General Plan. Thus, adoption of the General Plan and and rezoning for consistency where necessary must be separate actions.
3. A major Plan overhaul should be undertaken by the Planning Commission at least every five (5) years. The Planning Advisory Committee or similar citizens committee should be reactivated and the entire planning process should

repeat its cycle. Plan proposals should be reviewed against Plan Goals and Policies for relevancy, and implementation progress should be thoroughly assessed. Background data for the Plan Elements should also be updated to assure Plan validity and accuracy.

GLOSSARY

acceptable risk - the level of risk that the majority of citizens will accept without asking for governmental action to provide protection.

capital improvement - any nonrecurring major expenditure for physical facilities of government, such as expenditures for land acquisition, building construction, fixed equipment or facilities, landscaping or any similiar expenditures.

Community Noise Equivalent Level (CNEL) - the average measurement of the level and intensity of individual noise events during a 24-hour period, adjusted to an "equivalent" level to account for the lower tolerance of people to noise during the evening and night.

critical facilities - power plants, large dams, utility centers, hospitals, emergency communication facilities and similar structures whose continuing function is critical to the preservation of life, protection of property or the continuing functioning of society.

decibel - a unit of measurement of the intensity or loudness of sound.

epicenter - the point on the earth's surface directly above the point of origin of an earthquake.

erosion - the process whereby earth materials are loosened, worn away, decomposed, dissolved, and transported from one place to another.

fault - a fracture in the earth's crust along which there has been displacement of the two sides relative to one another.

fault, active - a fault along which there has been displacement during the last 11,000 years.

fault, potentially active - a fault along which there has been displacement during the last 3 million years, but not during the last 11,000 years, and along which there might be displacement in the future.

fault zone - a zone or band consisting of interconnected, closely spaced faults and fault traces.

geotechnical - pertaining to geology - soils - engineering technology, studies, conditions, or events.

gross density - the ratio of total dwelling units to total acreage, including land used for streets, schools, parks, public and private open space, and commercial development.

GLOSSARY, cont'd

ground failure - the failure of the ground due to the duration and intensity of shaking, the location and magnitude of an earthquake, and the characteristics and condition of the ground at the time of the quake.

ground rupture - a break in the earth's surface along an active fault; also called surface faulting.

ground shaking - the resonance and vibration of the ground due to faulting.

high occupancy structures - schools, churches, civic buildings and similar structures designed for high occupancy loads whose use after a disaster would be particularly convenient.

lateral spreading - the movement of loose soils over horizontal or low-angle slopes into open areas, caused by ground motion during an earthquake.

net density - the ratio of total dwelling units to the acreage used for residential purposes only, exclusive of land used for public streets and other purposes.

seismic - pertaining to earthquakes.

siltation - the transportation and deposition of eroded earth materials into drainage channels, ponds and other wetlands.

slope failure - rock falls, landslides, rock avalanches, mud and debris flows, and similar mass movements of loose rock, soil and water saturated and weathered materials.

soil, expansive - a soil susceptible to expansion in the presence of moisture.

structure for human occupancy - a structure that is regularly, habitually or primarily occupied by humans, excluding freeways, roadways, bridges, railways and airport runways.

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APPENDIX I. RELATIONSHIPS AMONG
GENERAL PLAN ELEMENTS

	Land Use	Circulation	Housing	Open Space	Conservation	Seismic Safety	Safety	Noise	Scenic Highway
Land Use		X	X	X	X	X	X	X	X
Circulation	X		X	X	X	X	X	X	X
Housing	X	X		X	X	X		X	
Open Space	X	X	X		X	X		X	X
Conservation	X	X	X	X		X			X
Seismic Safety	X	X	X	X	X		X		
Safety	X	X		X		X			
Noise	X	X	X	X					
Scenic Highway	X	X		X	X				

X = interrelated

APPENDIX II:
ACCEPTABLE RISK (IN RELATION TO STRUCTURES AND OCCUPANCIES)

This section: (a) defines the term "acceptable risk", (b) assigns 203
various structures, occupancies, and land uses to risk classes,
(c) defines what constitutes acceptable damage to structures in
each risk class, and (d) defines high hazard areas.

Acceptable Risk

The term "acceptable risk" is used to describe the level of risk that 204
the majority of citizens will accept without asking for governmental
action to provide protection. /To illustrate this point: consider
a site which is subject to occasional flooding. If the chances are
one in a thousand that the site will be flooded in any given year,
local citizens will probably accept that risk, without asking for
special protection. If the chances of flooding are one in ten, how-
ever, either governmental regulations would be enacted to keep
people from building on the site (in order to protect life and
property), or property owners would ask that government build
protection devices to control the flood waters./

Classification of Structures and Occupancies

Five classes of structures and occupancies are established for the 205
purpose of risk rating. The first two classes include critical
facilities and occupancies--those structures and occupancies which
are especially important for the preservation of life, the protection
of property, or for the continuing functioning of society. Less
critical structures and occupancies are included in Classes 3, 4, and 5.

Table 5, following, describes the kinds of facilities and occupancies in each class. Except where otherwise indicated, damage relates to damage that could be expected from an earthquake of magnitude 8.3 on the Richter scale with epicenter within 50 miles. This is similar in magnitude to the 1906 earthquake on the San Andreas fault (and is defined as a "great earthquake".)

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High Hazard Areas - Definition

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For the purpose of applying seismic safety policy, the following areas are defined as high hazard areas:

- zones 1/8 mile each side of active or potentially active faults.
- areas of Tsunami Hazard.
- areas on Map 5 indicated as "Underlain by Recent Alluvium" and "Relatively Unstable Upland Areas".
- Geotechnical Evaluation zones IV, V, and VI of Maps A through Q
- Geotechnical Evaluation zones V and VI Monterey Peninsula Map.

TABLE 5

LEVELS OF ACCEPTABLE RISK AND DAMAGE
RELATED TO KIND OF FACILITY AND OCCUPANCY

RISK CLASS 1 - HIGHLY CRITICAL STRUCTURES AND OCCUPANCIES

Structures whose continued functioning is critical, or whose failure might be catastrophic: nuclear reactors, large dams, power intertie systems, plants manufacturing or storing explosives or toxic materials.

Acceptable Damage:* None which would expose large population to death or serious injury or impair the safety of the facility or disrupt its function.

RISK CLASS 2 - STRUCTURES CRITICALLY NEEDED AFTER DISASTER

Structures whose use is critically needed after a disaster: important utility centers; hospitals; fire, police, and emergency communication facilities; fire stations; and critical transportation elements such as bridges and overpasses; also smaller dams.

Acceptable Damage: Minor non-structural; facility should remain operational and safe, or be susceptible to quick restoration of service.

RISK CLASS 3 - HIGH OCCUPANCY STRUCTURES

Structures of high occupancy, or whose use after a disaster would be particularly convenient: schools, churches, theaters, large hotels, and other high-rise buildings housing large numbers of people, other places normally attracting large concentrations of people, civic buildings such as fire stations, secondary utility structures, extremely large commercial enterprises, most roads, alternative or noncritical bridges and overpasses.

Acceptable Damage: No structural damage which would materially impair safety; structures should remain usable; some impairment of function acceptable.

* Except where otherwise indicated "Acceptable Damage" relates to damage from the maximum probable earthquake, i.e. Richter magnitude 8.3 and epicenter within 50 miles. In most structures, it is expected that structural damage, even in a major earthquake, could be limited to repairable damage if the structures were properly designed and high hazard areas were avoided.

TABLE 5 (continued)

RISK CLASS 4 - ORDINARY RISK TOLERANCE

The vast majority of structures in urban areas: most commercial and industrial buildings, small hotels, and apartment buildings, and single family residences.

Acceptable Damage: The vast majority of structures consist of commercial and industrial buildings, small hotels and apartment buildings, and single family residences, for which an "ordinary" degree of risk should be acceptable. The criteria envisioned by the Structural Engineers Association of California provide the best definition of the "ordinary" level of acceptable risk. These criteria require that buildings should be able to:

- a. Resist minor earthquakes without damage;
- b. Resist moderate earthquakes without structural damage, but with some non-structural damage;
- c. Resist major earthquakes, of the intensity or severity of the strongest experienced in California, without collapse, but with some structural as well as nonstructural damage.

RISK CLASS 5 - MODERATE TO HIGH RISK TOLERANCE

Open space uses, such as farms, ranches, and parks without high occupancy structures; warehouses with low intensity employment storing non-hazardous materials.

Acceptable Damage: Not applicable.

POLICIES AND CRITERIA OF THE STATE MINING AND GEOLOGY BOARD
WITH REFERENCE TO THE ALQUIST-PRIOLO GEOLOGIC HAZARD ZONES ACT
(CHAPTER 7.5, DIVISION 2, PUBLIC RESOURCES CODE, STATE OF CALIFORNIA)

(Effective July 1, 1974)

The legislature has declared in the ALQUIST-PRIOLO GEOLOGIC HAZARD ZONES ACT that the State Geologist and the State Mining and Geology Board are charged under the Act with the responsibility of assisting the Cities, Counties and State agencies in the exercise of their responsibility to provide for the public safety in hazardous fault zones. As designated by the Act, the policies and criteria set forth hereinafter are limited to hazards resulting from surface faulting or fault creep. This limitation does not imply that other geologic hazards are not important and that such other hazards should not be considered in the total evaluation of land safety.

Implementation of the ALQUIST-PRIOLO GEOLOGIC HAZARD ZONES ACT by affected cities and counties fulfills only a portion of the requirement for these counties and cities to prepare seismic safety and safety elements of their general plans, pursuant to Section 65302 (F) and 65302.1 of the Government Code. The special study zones, together with these policies and criteria, should be incorporated into the local seismic safety and safety elements of the general plan.

The State Geologist has compiled and is in the process of compiling maps delineating special studies zones pursuant to Section 2622 of the Public Resources Code. The special studies zones designated on the maps are based on fault data of varied quality. It is expected that the maps will be revised as more complete geological information becomes available. Also, additional special studies zones may be delineated in the future. The Board has certain responsibilities regarding review and consideration of those maps prior to the time that they are finally determined. Cities, Counties and State agencies have certain opportunities under the Act to comment on the preliminary maps provided by the State Geologist and these Policies and Criteria. Certain procedures are suggested herein with regard to those responsibilities and comments.

Please note that the Act is not retroactive. Section 2623 of the Public Resources Code provides that it applies to every proposed new real estate development or structure for human occupancy.

REVIEW OF PRELIMINARY MAPS

The State Mining and Geology Board suggests that each reviewing governmental agency take the following steps in reviewing the preliminary maps submitted for their consideration:

1. All property owners within the preliminary special studies zones mapped by the State Geologist should be notified by the Cities and Counties of the inclusion of their lands within said preliminary special studies zones by publication or other means designed to inform said property owners. Such notification shall not of necessity require notification by service or by mail. This notification will permit affected property owners to present geologic evidence they might have relative to the preliminary maps.

2. Cities and Counties are encouraged to examine the preliminary maps delineating special studies zones and to make recommendations, accompanied by supporting data and discussions, to the State Mining and Geology Board for modification of said zones in accordance with the statute and within the time period specified therein.

3. For purposes of the Act, the State Mining and Geology Board regards faults which have had surface displacement within Holocene time (about the last 11,000 years) as active and hence as constituting a potential hazard. Upon submission of satisfactory geologic evidence that a fault shown within a special studies zone has not had surface displacement within Holocene time, and thus is not deemed active, the Mining and Geology Board may recommend to the State Geologist that the boundaries of the special studies zone be appropriately modified.

The definition of active fault is intended to represent minimum criteria only for all structures. Cities and Counties may wish to impose more restrictive definitions requiring a longer time period of demonstrated absence of displacements for critical structures such as high-rise buildings, hospitals, and schools.

SPECIFIC CRITERIA

The following specific and detailed criteria shall apply within special studies zones and shall be included in any planning program, ordinance, rules and regulations adopted by Cities and Counties pursuant to said GEOLOGIC HAZARD ZONES ACT:

A. No structure for human occupancy, public or private, shall be permitted to be placed across the trace of an active fault. Furthermore, the area within fifty (50) feet of an active fault shall be assumed to be underlain by active branches of that fault unless and until proven otherwise by an appropriate geologic investigation and submission of a report by a geologist registered in the State of California. This 50-foot standard is intended to represent minimum criteria only for all structures. It is the opinion of the Board that certain essential or critical structures, such as high-rise buildings, hospitals, and schools should be subject to more restrictive criteria at the discretion of cities and counties.

B. Applications for all real estate developments and structures for human occupancy within special study zones shall be accompanied by a geologic report prepared by a geologist registered in the State

of California, and directed to the problem of potential surface fault displacement through the site, unless such studies are waived pursuant to Section 2623.

C. One (1) copy of all such geologic reports shall be filed with the State Geologist by the public body having jurisdiction within thirty days of submission. The State Geologist shall place such reports on open file.

D. Requirements for geologic reports may be satisfied for a single 1 or 2 family residence if, in the judgment of technically qualified City and County personnel and with the approval of the State Geologist, sufficient information regarding the site is available from previous studies in the same area.

E. Technically qualified personnel within or retained by each City or County must evaluate the geologic reports required herein and advise the body having jurisdiction and authority.

F. Cities and Counties may establish policies and criteria which are more restrictive than those established herein. In particular, the Board believes that comprehensive geologic and engineering studies should be required for any "critical" or "essential" structure as previously defined whether or not it is located within a special studies zone.

G. In accordance with Section 2625 of the Public Resources Code each applicant for a building permit within a delineated special studies zone shall pay to the City or County administering and complying with the ALQUIST-PRIGLO GEOLOGIC HAZARD ZONES ACT a fee of one-tenth of one-percent of the total valuation of the proposed building construction for which the building permit is issued as determined by the local building official.

H. As used herein the following definitions apply:

1. A "structure for human occupancy" is one that is regularly, habitually or primarily occupied by humans; excluding therefrom freeways, roadways, bridges, railways, airport runways, and tunnels. The excluded transportation structures should be sited and designed with due consideration to the hazard of surface faulting. Mobile homes, whose body width exceed eight (8) feet, are considered as structures for human occupancy.
2. Only a geologist registered in the State of California is deemed to be technically qualified to evaluate geologic reports.
3. A "new real estate development" is defined as any new development of real property which contemplates the eventual construction of "structures for human occupancy."

SITE PROBLEM	ROUTINE (R)	DETAILED (D)
<u>Erosion Control (EC)</u>		
erosion siltation	drainage control landscaping	in addition to items under routine: erosion rates of rocks or soils siltation control
<u>Engineering Geologic (EG)</u>		
faults landslides slope stability grading excavation drainage groundwater	reconnaissance of site review literature and maps prepare generalized geologic map review grading plans inspect during grading prepare "as built" geologic map	in addition to items under routine: aerial photograph interpretation prepare detailed geologic map determine subsurface structure analyze: fault potential, ground- water conditions, slope stability geophysical surveys to determine hard rock excavation methods
<u>Seismic Hazard (SH)</u>		
faults earthquake effects	generalized evaluation of potential primary and secondary earthquake effects	research earthquake records including site strong motion data establish maximum credible and design earthquakes geophysical investigation for fault locations, micro tremor data and primary and shear wave velocities dynamic soil response tests computer analysis of dynamic response of soils and rocks
<u>Soil and Foundation (SF)</u>		
soils and foundations	obtain soil samples from various depths, test for applicable engineering characteristics determine groundwater levels, drainage, slope conditions	in addition to items under routine: specialized sampling specialized testing and analysis of soils: consolidation, triaxial testing, permeability, dynamic response recommend specialized foundation designs
<u>Slope (SL)</u>		
slope stability	generalized analysis of stability based on geologic, soil, and groundwater data	in addition to items under routine: determine subsurface structure geologic analysis of rock structure and proposed slopes analysis of soil data for proposed slopes analyze potential seismic effects on slopes
<u>Flooding (F)</u>		
flood	U.S.G.S. Water Resources Division, flood maps California Division of Water Resources publica- tions	determine flood potential based on 100-year or 1000-year storms analyze drainage basin characteristics
<u>Oceanographic (O)</u>		
beach and sea cliff erosion tsunami	U.S. Corps of Engineers, beach and sea cliff erosion data U.S. Coast and Geodetic Survey, tide, current and storm data California Division of Mines, tsunami hazard maps	in addition to items under routine: determine - longshore currents, maximum storm conditions, sand supply and movement, maximum wave heights, bottom topography, evaluate all control measures as to effects north and south of area, analyze tsunami hazard

SLOPE STABILITY RELATED TO DEVELOPMENT

New landslides can develop, apparently stable landslides can be reactivated, and movements on active landslides can accelerate as a result of seismic shaking. Some landslide movements may occur only in response to the gross slope disturbance caused by severe ground shaking.

Development on, or in the immediate vicinity of, an apparently stable landslide can result in reactivating it. In addition, development activities can create conditions in a naturally stable area that can initiate a landslide (see Table attached). Grading, excavation, dewatering and other techniques of improving stability may be employed to stabilize some small-scale slides with shallow slide planes. These techniques are not generally feasible or effective in large scale slides or those with deep slide planes.

Source: Burkland and Associates, Geotechnical Study for the Seismic Safety Element, Monterey, California.

<u>DEVELOPMENT ACTIVITY</u>	<u>POTENTIAL STABILITY HAZARDS</u>	<u>MEASURES TO MINIMIZE STABILITY HAZARDS</u>
Excavation and Grading	undercut slopes oversteepened slopes fill placed on slopes placement of uncompacted fill	minimal excavation and grading wherever possible cut and fill slopes 2:1 or flatter depending on analysis of local conditions key compacted fill into underlying materials
Removal of Vegetation	increased saturation of soils and rocks increased surface runoff accelerated erosion and sedimentation	leave vegetation intact wherever possible plant appropriate vegetation on slopes and cleared areas
Alteration of Drainage	natural drainage concentrated in restricted areas concentrated rainfall runoff from impervious surfaces (roofs, pavements, etc.) resulting in local accel- erated erosion and sedimen- tation locally increased saturation of soils and rocks from lawn watering, septic tank leach fields, swimming pools, etc.	design around natural drainage wherever possible divert surface runoff away from slopes into natural or constructed drainage channels design drainage systems with weirs, check dams, and settling basins install subsurface drains where necessary minimal construction of impervious pavements locate leach fields, etc. away from steep slopes
Construction	inappropriate location of buildings, swimming pools, etc.	design and locate structures in accordance with properties of underlying soils and rocks, considering weight loading and water saturation effects locate structures away from steep slopes

APPENDIX IV. PRIORITIES

<u>GOALS</u>	<u>PRIORITY</u>
<u>Land Use: Commercial</u>	
TO PROMOTE COMMERCIAL USES IN COMMERCIAL ZONED AREAS WHICH ARE COMPATIBLE TO SURROUNDING LAND USES.	1
TO ESTABLISH DESIGN GUIDELINES FOR THE DEVELOPMENT OF COMMERCIAL ZONED AREAS.	2
TO CREATE AND MAINTAIN PLEASANT CITY ENTRANCES	3
<u>Land Use: Parks and Recreation</u>	
TO PLAN, DEVELOP AND MAINTAIN CITY PARKS THAT ARE SAFE, CLEAN AND BEAUTIFUL.	1
TO EXPAND PARK ACTIVITIES AND OPPORTUNITIES TO SERVE THE DIVERSE RECREATION NEEDS OF DEL REY OAKS RESIDENTS.	2
TO IMPROVE AND MAINTAIN PEDESTRIAN AND BICYCLE ACCESS TO CITY PARKS.	3
<u>Land Use: Public Facilities and Urban Services</u>	
TO PRESERVE AND PROTECT THE WATER QUALITY, FLOW AND LOW TURBIDITY OF THE CANYON DEL REY DRAINAGEWAY.	1
TO ENCOURAGE ALL HOMEOWNERS TO CONNECT TO SANITARY SEWER.	2
TO MINIMIZE FLOODING THROUGH PERIODIC MAINTENANCE OF ALL DRAINAGE CHANNELS AND CULVERTS.	3
<u>Land Use: Intergovernmental Cooperation</u>	
TO COOPERATE WITH OTHER CITIES AND AGENCIES ON MATTERS WHICH TRANSCEND CORPORATE BOUNDARIES.	1
TO ENCOURAGE CITY PARTICIPATION IN CITY GOVERNMENT	2

GOALSPRIORITYHousing

- | | |
|---|---|
| TO MAINTAIN THE PRESENT HIGH QUALITY OF THE EXISTING HOUSING STOCK AND RESIDENTIAL ENVIRONMENT. | 1 |
| TO COORDINATE CITY HOUSING GOALS, POLICIES AND PLANS WITH SURROUNDING COMMUNITIES. | 2 |
| TO PROVIDE A VARIETY OF HOUSING CHOICES FOR A WIDE RANGE OF ECONOMIC AND SOCIAL GROUPS. | 3 |

Transportation

- | | |
|---|---|
| TO FOSTER A COMPATIBLE RELATIONSHIP BETWEEN THE CITY OF DEL REY OAKS AND THE OPERATION OF THE AIRPORT. | 1 |
| TO MINIMIZE THROUGH TRAFFIC AND RELATED EFFECTS OF INCREASED TRAFFIC VOLUMES, NOISE, FUMES, DIRT/GRIME AND ROAD WIDENING. | 2 |
| TO IMPROVE AND MAINTAIN EXISTING STREETS AND HIGHWAYS. | 3 |
| TO CREATE A CONTINUOUS NETWORK OF PEDESTRIAN PATHS AND BIKEWAYS IN THE CITY. | 4 |
| TO ENCOURAGE THE USE OF PUBLIC TRANSIT IN THE CITY OF DEL REY OAKS. | 5 |

Conservation/Open Space

- | | |
|--|---|
| TO PRESERVE AND PROTECT THE FROG POND IN OPEN SPACE. | 1 |
| TO PROTECT THE NATIVE FLORA AND FAUNA OF THE CANYON DEL REY DRAINAGEWAY. | 2 |

Overall Priorities

- I. TO FOSTER A COMPATIBLE RELATIONSHIP BETWEEN THE CITY OF DEL REY OAKS AND THE OPERATION OF THE AIRPORT.
- II. TO MINIMIZE THROUGH TRAFFIC AND RELATED EFFECTS OF INCREASED TRAFFIC VOLUMES, NOISE, FUMES, DIRT/GRIME AND ROAD WIDENING.
- III. TO PRESERVE AND PROTECT THE FROG POND IN OPEN SPACE.
- IV. TO PLAN, DEVELOP AND MAINTAIN CITY PARKS THAT ARE SAFE, CLEAN AND BEAUTIFUL.
- V. TO PROMOTE COMMERCIAL USES IN COMMERCIAL ZONED AREAS WHICH ARE COMPATIBLE TO SURROUNDING LAND USES.

APPENDIX VI. MONITORING RESPONSIBILITIES

	<u>EXISTING RESPONSIBILITIES</u>			<u>PROPOSED RESPONSIBILITIES</u>		
	<u>City Council</u>	<u>Planning Commission</u>	<u>PAC</u>	<u>City Council</u>	<u>Planning Commission</u>	<u>PAC</u>
1. Monterey Peninsula Airport District Board meetings Citizens Committee				X	A	A X
2. Airport Land Use Commission Commission meetings Technical Advisory Committee	X		X	X X	A A	A A
3. Monterey Peninsula Regional Park District				X	A	
4. Association of Monterey Bay Area Governments Board meetings Program Advisory Committee Technical Advisory Committee	X X			X X	A A X	A
5. Monterey County Transportation Study Intermodal Planning Group MCTC meetings Citizens Advisory Committee Technical Advisory Committee	X X			X X		X A
6. Central Coast Regional Coastal Zone Conservation Commission	X			X		
7. Flood Plain Insurance and Mapping Program				X	A	

A = Alternate

APPENDIX VI. MONITORING RESPONSIBILITIES, cont'd

	<u>EXISTING RESPONSIBILITIES</u>			<u>PROPOSED RESPONSIBILITIES</u>		
	<u>City Council</u>	<u>Planning Commission</u>	<u>PAC</u>	<u>City Council</u>	<u>Planning Commission</u>	<u>PAC</u>
8. State Air Resources Board Joint State/Local Task Force on Air Quality Maintenance				X	A	
9. Monterey Bay Urban Study Program, U. S. Army Corps of Engineers				X	A	
10. Zone 11 Water Advisory Committee	X			X	A	
11. Monterey Peninsula Water Pollution Control Agency				X	A	
12. Major Development Plans Affecting the City					X	A

A = Alternate

INDEX TO SECTIONS 2, 3 and 4

	2. Problems, Needs and Issues	3. Goals and Policies	4. Proposals
Land Use	8	16	32
Commercial	8	16	32
Parks & Recreation	8	17	35
Public Facilities and Urban Services	9	18	38
Intergovernmental Cooperation	10	19	41
Circulation/Scenic Highway	11	20	43
Automobile	11	20	43
Pedestrian/Bicycle	11	20	46
Public Transit	12	21	47
Airport	12	21	47
Scenic Highway	12	21	48
Housing	13	22	49
Conservation/Open Space	13	22	52
Safety/Seismic Safety	14	23	54
Noise	14	29	57

Map Legend, Exhibit A

DISTRIBUTION OF HAZARDS*

Applies to: Map of Monterey Peninsula Cities (1:12,000)

ENGINEERING

SEISMIC

	SLOPE STABILITY	EROSION	EXCAVATION	GROUND WATER	EXPANSIVE SOIL	LURCH CRACKING	LATERAL SPREADING	VIBRATION DAMAGE	SUBSIDENCE & UPLIFT	GROUND RUPTURE	LIQUEFACTION
I	NA	□ ⁺	□ ^{TO} ○ ⁺	△ ⁺	△ ^{TO} □ ⁺	NA	NA	△ ^{TO} □ ⁺	NA	NA	NA
II	△ ^{TO} □ ⁺	□ ⁺	△ ^{TO} ○ ⁺	□ ^{TO} ○ ⁺	△ ^{TO} □ ⁺	□ ^{TO} ○ ⁺	□ ^{TO} ○ ⁺	□ ^{TO} ○ ⁺	○ ⁺	NA	□ ^{TO} ○ ⁺
III	□ ^{TO} ○ ⁺	□ ^{TO} ○ ⁺	△ ^{TO} □ ⁺	△ ⁺	△ ^{TO} □ ⁺	□ ⁺	□ ⁺	□ ⁺	□ ⁺	NA	□ ⁺
IV	○ ^{TO} □ ⁺	□ ^{TO} ○ ⁺	NA	△ ^{TO} □ ⁺	□ ^{TO} ○ ⁺	△ ⁺	NA	□ ^{TO} ○ ⁺	NA	NA	NA
V	△ ^{TO} ○ ⁺	△ ^{TO} ○ ⁺	△ ^{TO} ○ ⁺	△ ^{TO} ○ ⁺	△ ⁺	△ ^{TO} ○ ⁺	△ ^{TO} ○ ⁺	○ ⁺	□ ^{TO} ○ ⁺	○ ⁺	○ ⁺
VI	○	○	□ ⁺	□ ⁺	○ ⁺	○ ⁺	○ ⁺	○	□ ^{TO} ○ ⁺	○ ⁺	○ ⁺

△ MINOR

□ MODERATE

○ MAJOR

+ LOCALLY

NA GENERALLY NOT APPLICABLE

The triangles indicate that the potential geotechnical hazard is of concern in less than about 10% of the zone so designated. The squares indicate that the potential hazard is of concern in less than about 40% of that zone, whereas the circles indicate that the potential hazard is of concern in more than about 40% of that zone. A cross is used as a modifier to indicate that a particular geotechnical hazard is a localized one as well as being a potential problem throughout the zone. The symbols, then, are intended to indicate the potential for distribution within a zone rather than the severity of the hazard within that zone. In the case of slope stability in Zone IV, the sequence of symbols is reversed from that in all other cases to emphasize that slope instability is a major potential hazard in many parts of this zone.

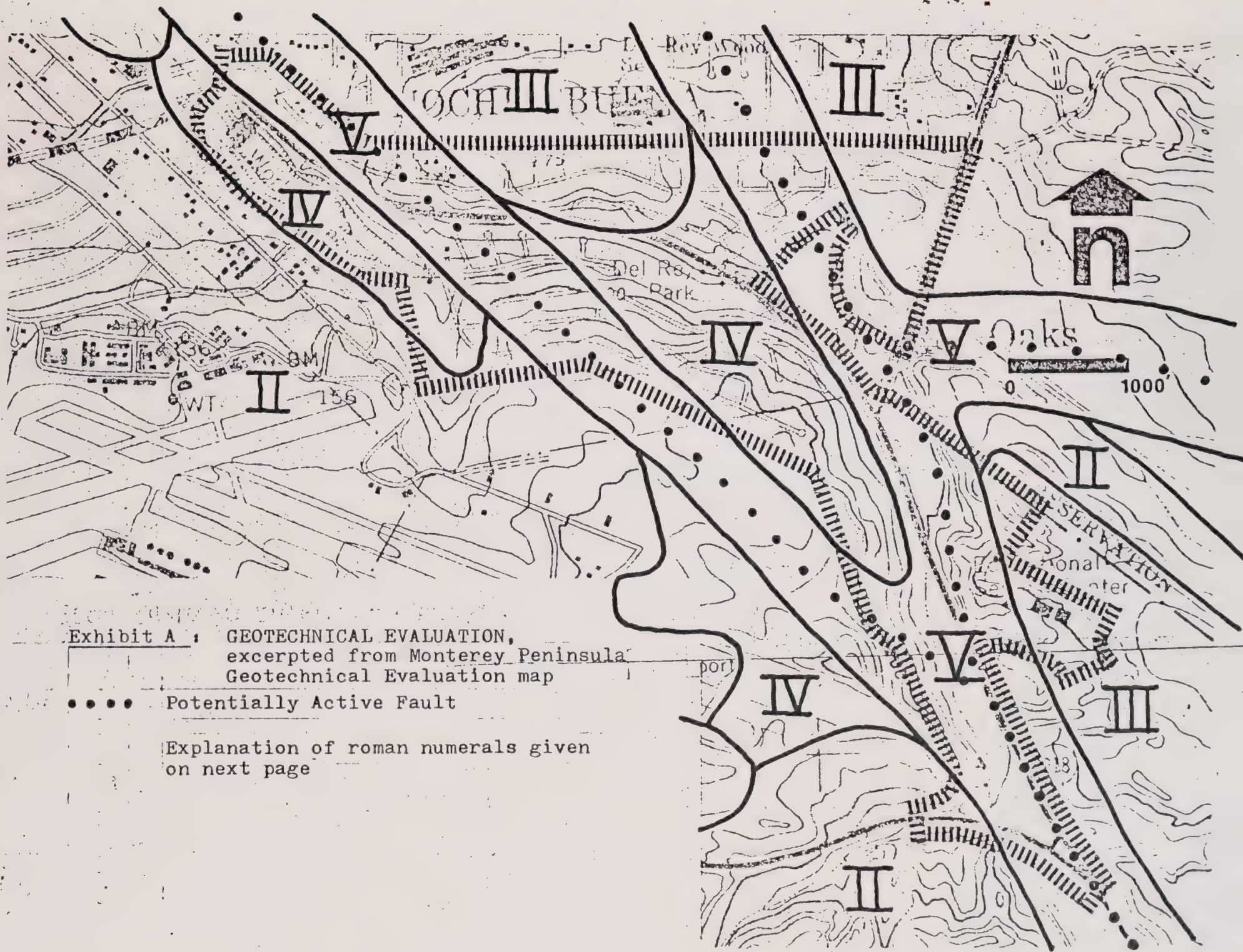
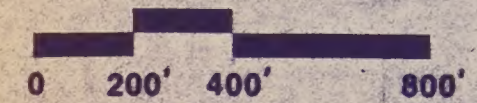
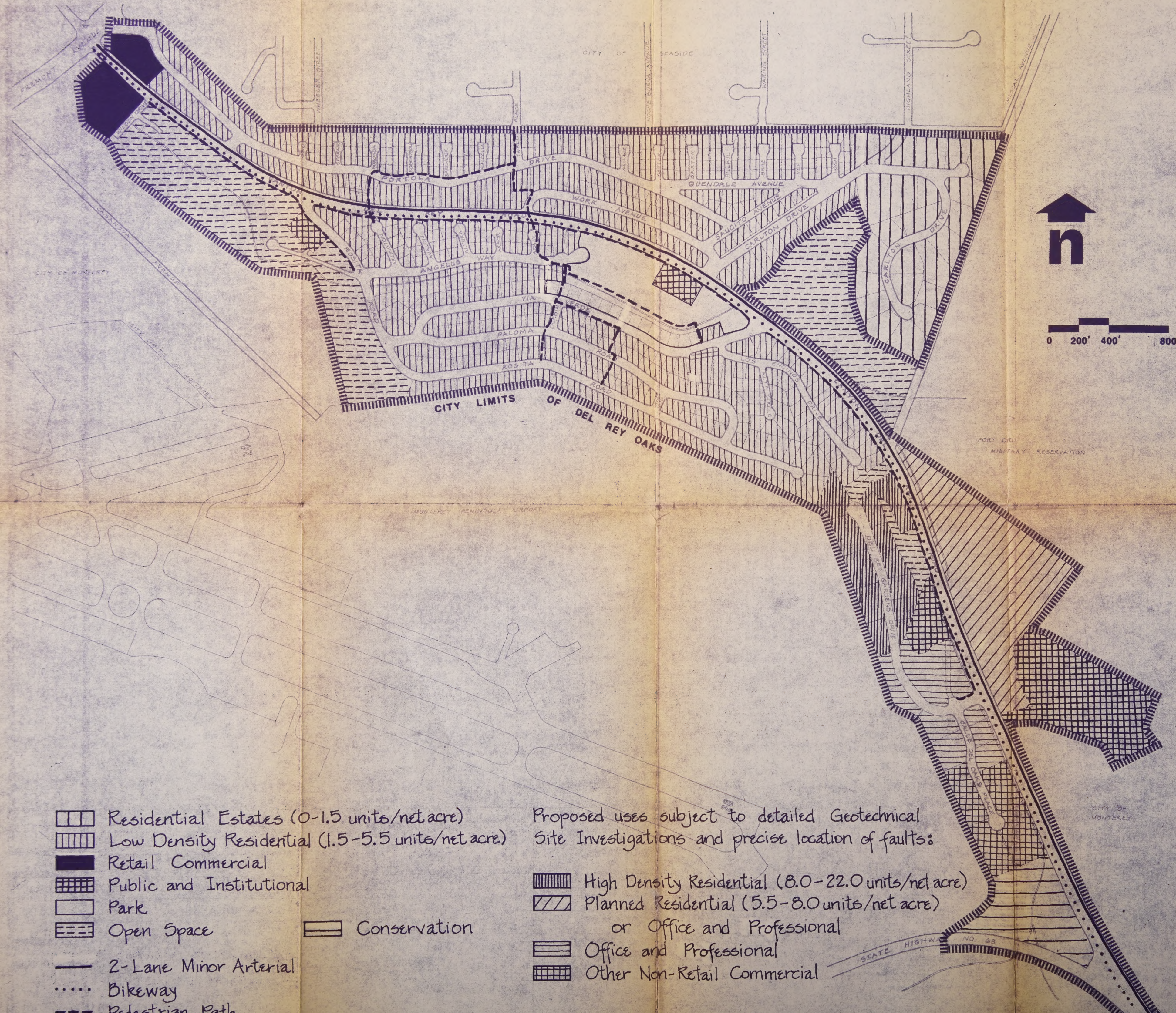


Exhibit A : GEOTECHNICAL EVALUATION,
 excerpted from Monterey Peninsula
 Geotechnical Evaluation map

..... Potentially Active Fault

Explanation of roman numerals given
 on next page



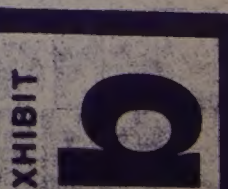
- Residential Estates (0-1.5 units/net acre)
- Low Density Residential (1.5-5.5 units/net acre)
- Retail Commercial
- Public and Institutional
- Park
- Open Space
- Conservation
- 2-Lane Minor Arterial
- Bikeway
- Pedestrian Path

Proposed uses subject to detailed Geotechnical Site Investigations and precise location of faults:

- High Density Residential (8.0-22.0 units/net acre)
- Planned Residential (5.5-8.0 units/net acre) or Office and Professional
- Office and Professional
- Other Non-Retail Commercial

general plan map

DRAWN
0-1-75
BY
Ken Gregory





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